NACOmatic

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ALTERNATE MINS



INSTRUMENT APPROACH PROCEDURE CHARTS

AIFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME

17 DEC 2009 to 14 JAN 2010

ALTERNATE MINIMUMS

ANDOVER, NJ

AEROFLEX-ANDOVER RNAV (GPS) Rwy 3 VOR-A

NA when local weather not available. Category A, 1000-2.

ATLANTIC CITY, NJ

ATLANTIC CITY INTL ILS or LOC Rwy 131
ILS or LOC/DME Rwy 311

RADAR-12 RNAV (GPS) Rwv 42

RNAV (GPS) Rwy 13² RNAV (GPS) Rwy 22² RNAV (GPS) Rwy 31² VOR/DME Rwy 22²

VOR Rwy 4² VOR Rwy 13² VOR Rwy 31²

¹ILS, Category E, 700-2½. LOC, Category E, 800-2½.

²Category E, 800-21/2.

BINGHAMTON, NY

GREATER BINGHAMTON/

EDWIN A. LINK FIELD..... ILS Rwy 16
ILS Rwy 34

NA when control tower closed.

CALDWELL, NJ

ESSEX COUNTYLOC Rwy 22¹
RNAV (GPS) Rwy 22²

Category B, 900-2; Category C, 900-21/2; Category D, 1000-3.

¹NA when control tower closed.

²NA when local weather not available.

CORTLAND, NY

CORTLAND COUNTY-

CHASE FIELDVOR or GPS-A Categories A,B, 1100-2,Categories C,D,

1100-3.

NAME	ALTERNATE MINIMUMS
DANSVII I F. NY	

DANSVILLE MUNIRNAV (GPS)-A RNAV (GPS) Rwy 14 RNAV (GPS) Rwy 18

NA when local weather not available. Category A, 1300-2; Category B, 1500-2; Category C, 1500-3.

DUNKIRK, NY

CHAUTAUQUA COUNTY/
DUNKIRKVOR Rwy 6

VOR Rwy 24

Category D, 900-234.

ELMIRA. NY

ELMIRA/CORNING RGNLILS Rwy 6
ILS or LOC Rwy 24

NA when control tower closed. Categories A,B, 1200-2; Categories C,D, 1200-3.

FARMINGDALE, NY

REPUBLICILS Rwy 14

NA when control tower closed.

FULTON.NY

OSWEGO COUNTY RNAV (GPS) Rwy 24 VOR Rwy 33

NA when local weather not available.

ISLIP, NY

LONG ISLAND

MAC ARTHURILS or LOC Rwy 61

NDB Rwy 61

RNAV (GPS) Rwy 6 RNAV (GPS) Rwy 24

NA when local weather not available.

¹NA when control tower closed.

09351

ALTERNATE MINS



NAME ALTERNATE MINIMUMS ITHACA, NY

ITHACA

TOMPKINS RGNLILS or LOCRwy 3212 VOR or GPS Rwy 1434 VOR or GPS Rwy 3235

¹Categories A,B, 1000-2; Categories C,D, 1000-3

²NA when control tower closed.

3NA when control tower closed, except for operators with approved weather reporting

service. 4Category D. 800-21/4.

5Categories A.B. 1500-2: Categories C.D. 1500-3.

JAMESTOWN, NY CHAUTAUQUA COUNTY/

JAMESTOWN ILS OR LOC Rwv 25

RNAV (GPS) Rwv 7 RNAV (GPS) Rwy 25

NA when local weather not available.

MASSENA, NY

MASSENA INTL-RICHARDS

FIELD RNAV (GPS) Y Rwy 5 RNAV (GPS) Z Rwy 5 RNAV (GPS) Rwy 9

RNAV (GPS) Rwy 23 RNAV (GPS) Rwy 27 VOR-A Category D, 800-21/4. NA when local weather

not available. MILLVILLE, NJ

17 DEC 2009 to 14 JAN 2010

NA when local weather not available.

MORRISTOWN, NJ

MORRISTOWN MUNI ILS or LOC Rwy 2312 NDB Rwy 513

NDB or GPS Rwy 2314

¹NA when control tower closed. ²ILS, Categories A,B,C, 700-2; Category D, 900-234. LOC, Category D, 900-234.

3Category D, 900-21/4. 4Category D, 900-3.

NEW YORK, NY

JOHN F.

KENNEDY INTL ILS or LOC Rwy 22L1

1ILS, 700-2.

ILS Rwy 22R1 ILS Rwy 4L1

ILS Rwy 4R1 ILS or LOC Rwy 13L1

ILS or LOC Rwy 31L1 ILS or LOC Rwy 31R1

VOR or GPS Rwy 13L/R,1000-3

NAME

NEW YORK, NY (CON'T)

LA GUARDIAILS or LOC Rwy 41

ALTERNATE MINIMUMS

ILS or LOC Rwv 133

ILS or LOC Rwy 222

LDA-A⁴

LOC Rwy 314

RNAV (GPS)-B4 RNAV (GPS) Y Rwv 44

RNAV (GPS) Rwv 135

RNAV (GPS) Y Rwy 224

RNAV (GPS) Rwy 314 VOR/DME-G4

VOR/DME-H⁴ VOR-F6

VOR Rwv 44 ¹ILS, Categories A,B,C, 700-2; Category D,

700-21/4. LOC, Category D, 800-21/4. 2ILS, Category D, 700-214; LOC, Category D,

3ILS, Categories A,B, 800-2; Category C,

800-21/4; Category D, 800-21/2. LOC, Category C, 800-21/4; Category D,

4Category D, 800-21/4. 5Categories A,B,C,D, 800-21/4. ⁶Categories A,B,1000-2;Categories C,D,

1000-3.

800-21/4.

800-21/2.

NEWARK, NJ

NEWARK LIBERTY INTL ILS Rwy 4L1

ILS Rwy 4R1 ILS or LOC Rwy 111

ILS Rwy 22L1 ILS or LOC Rwy 22R1 RNAV (GPS) Rwy 4L² RNAV (GPS) Y Rwy 4R2

VOR Rwy 114

RNAV (GPS) Z Rwv 22L2 RNAV (GPS) Rwy 22R2 VOR/DME Rwy 22L3 VOR/DME Rwy 22R3

¹ILS, Categories A,B,C, 700-2; Category D, 900-3. LOC, Category D, 900-3. ²Category D, 900-3. 3Categories A,B, 900-2; Category C, 900-3;

⁴Categories A,B, 1000-2;Categories C,D,

NEWBURGH.NY

1000-3.

STEWARTINTLILS or LOC Rwy 91

²Category D, 800-21/4.

Category D, 1000-3.

VOR Rwv 27² ¹ILS, Categories C,D, 700-2.

NF-2

ILS Rwv 271

¹Category D, 700-2.



¹LOC. NA.

²Category D, 800-21/4.

³NA when local weather not available.

ALTERNATE MINS



NAME ALTERNATE MINIMUMS

WELLSVILLE, NY

09351

WELLSVILLE MUNI ARPT.

TARANTINE FIELD RNAV (GPS) Rwy 10 RNAV (GPS) Rwy 28

VOR-A1

NA when local weather not available.

¹Categories A,B, 1100-2; Categories C,D,

1100-3.

WESTHAMPTON BEACH, NY

FRANCIS S. GABRESKI ILS or LOC Rwy 241 RNAV (GPS) Rwy 24

NA when local weather not available.

¹NA when control tower closed.

WHITE PLAINS, NY

WESTCHESTER COUNTYILS or LOC Rwy 161 ILS or LOC Rwy 341 NDB Rwy 1612 RNAV (GPS) Rwy 343 VOR/DME-A1

¹NA when control tower closed.

²Category D, 800-21/4.

³NA when local weather not available.

WILDWOOD, NJ

CAPE MAY COUNTY RNAV (GPS) Rwy 10 RNAV (GPS) Rwy 19 VOR-A

NA when local weather not available.

RADAR INSTRUMENT APPROACH MINIMUMS

ATLANTIC CITY, NJ ATLANTIC CITY INTL RADAR- 124.6 327.125 ▼ ♠

Amdt. 15, SEP 25, 2008 (FAA)

ELEV 75

			DA/	HAT/ HATh/			DA/	HAT/ HATh	I
RW S-1	Y GS/TCH/RPI 3	CAT AB DE	MDA-VIS 480/24 480/50	HAA 405 405	CEIL-VIS (500-½) (500-1)	CAT C	MDA-VIS 480/40	HAA 405	CEIL-VIS (500-¾)
S-4		AB E	480-1 480-1½	412 412	(500-1) (500-1½)	CD	480-11/4	412	(500-11/4)
S-3	1	AB E	480-1 480-1½	417 417	(500-1) (500-1½)	CD	480-11/4	417	(500-11/4)
S-2	2	AB D	600-1 600-1 ³ / ₄	532 532	(600-1) (600-1 ³ / ₄)	C E	600-1½ 600-2	532 532	(600-1½) (600-2)
CIRCI	ING	AB D	560 -1 640 -2	485 565	(500-1) (600-2)	C E	560-1½ 760-2½	485 685	(500-1½) (700-2½)

For inoperative MALSR, increase ASR S-13 CAT D visibility to RVR 6000 and Cat E to 1½. Alternate Minimums: Cat E 800 - 2½.

MCGUIRE AFB (KWRI), NJ (Orig, 09155 USAF) RADAR(E) - 120.0 269.025 ▼

ELEV 131

HAT/

RADAR(E) - 120.0 269.025

				DH/	HATh/	
	RWY	GS/TCH/RPI	CAT	MDA-VIS	HAA	CEIL-VIS
PAR	2423	2.8°/45/905	ABCDE	378 /40	262	(300-3/4)
	6 ¹³	2.7°/53/1270	ABCDE	331/24	200	(200-1/2)

PAR No-NOTAM MP: 0530-1100Z++ dly. PAR apch avbl dly from 1100-0300Z++ contingent upon PAR ctl avbl and/or deployed status of mobile PAR.

 $^{^{1}\}mbox{When ALS inop, increase CAT RVR}$ to 40 and vis to $^{3}\!\!\!/$ mile.

²When ALS inop, increase RVR to 50 and vis to 1 mile.

³Rwy 6 and 24, VGSI and PAR glidepaths not coincident.

RADAR INSTRUMENT APPROACH MINIMUMS

WHEELER-SACK AAF (KGTB), NY(Fort Drum) (1-Amdt 1, 2-Orig 09239 USA)

RADAR¹ - 128.25 299.85 \y						ELEV 690
				DA/	HAT/ HATh/	
	RWY	GS/TCH/RPI	CAT	MDA-VIS	HAA	CEIL-VIS
RA	DAR-1					
PA	R 3 ²³	3.0°/54/1038	ABCDE	885-1/2	200	(200-1/2)
	21 ²³	3.0°/58/1106	ABCDE	877-1/2	200	(200-1/2)
	334	3.0°/49/938	AB	938-3/4	250	(300-3/4)
			CDE	938 -1	250	(300-1)
RA	DAR-2					
AS	R 21 ⁵		AB	1020-1/2	343	$(400-\frac{1}{2})$
			CDE	1020-3/4	343	(400-3/4)
	15 ⁶		AB	1100-1/2	413	(500-1/2)
			CD	1100-3/4	413	(500-3/4)
			E	1100-1	413	(500-1)
	33 ⁴		AB	1140-1	452	(500-1)
			С	1140-11/4	452	(500-11/4)
			DE	1140-11/2	452	(500-1½)
	3 ⁷		AB	1240-1/2	555	(600-1/2)
			С	1240-1	555	(600-1)
			D	1240-11/4	555	(600-11/4)
			E	1240 -1½	555	(600-11/2)
CIF	R ⁸ All Rwy		AB	1240-1	552	(600-1)
	•		С	1240 -1½	552	(600-1½)
			D	1240 -2	552	(600-2)
			E	1520 -3	832	(900-3)
						, ,

¹Opr 1300-0500Z++. ²When ALS inop, increase CAT ABCDE vis to ¾ mile. ³VGSI and PAR glide path not coincident. ⁴Visibility reduction by helicopters NA. ⁵When ALS inop, increase CAT ABC vis to 1 mile, CAT DE vis to 1½ miles. ⁵When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1½ miles, CAT E vis to 1½ miles. ¹When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles. ⁵Circling not authorized E of Rwy 21 and 33. Circling not authorized for CAT E to Rwy 8-26 and Rwy 15-33. Circling not authorized for CAT B, C, and D to Rwy 8.



INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSI

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military takeoff minima, refer to appropriate service directives.

NAME

TAKE-OFF MINIMUMS

AKRON, NY

AKRON

TAKE-OFF MINIMUMS: Rwvs 7, 25, 300-1

ALBANY, NY

ALBANY INTL

TAKE-OFF MINIMUMS: Rwv 10, 300-1 or std. with a min, climb of 400' per NM to 700, Rwy 28, 300-1 or std. with a min, climb of 485' per NM to 500.

DEPARTURE PROCEDURE: Rwv 10. climb heading 110° to 2000 before turning north. Rwy 19, climb

heading 191° to 1400 before proceeding on course, Rwv 28, climb heading 281° to 2000 before turning south. NOTE: Rwv 10. multiple trees beginning 21' from departure end of runway, 53' left of centerline, up to 99' AGL/398' MSL. Multiple trees beginning 74' from departure end of runway, 188' right of centerline, up to 93' AGL/402' MSL. Rwy 19, multiple trees beginning 909' from departure end of runway, 638' left of centerline, up to 80' AGL/379' MSL. Multiple trees beginning 1125' from departure end of runway, 460' right of centerline, up to 44' AGL/343' MSL. Rwy 28, multiple trees, building, light on pole, and electrical equipment beginning 23' from departure end of runway, 93' right of centerline, up to 87' AGL/416' MSL. Multiple trees, lights on poles. building, and sign beginning 110' from departure end of

runway, 7' left of centerline, up to 91' AGL/390' MSL.

NAME

TAKE-OFF MINIMUMS

ALBION, NY

PINE HILL

TAKE-OFF MINIMUMS: Rwv 10 300-1 DEPARTURE PROCEDURE: Rwv 10. climb runway heading to 1000 before proceeding on course.

ANDOVER, NJ

AEROFLEX-ANDOVER

TAKE-OFF MINIMUMS: Rwv 3. 500-2 or std. with a min. climb of 310' per NM to 900. Rwv 21, 600-2 or std. with a min. climb of 256' per NM to 1000.

DEPARTURE PROCEDURE: Rwv 3. climb runwav heading to 1200 before proceeding on course. Rwv 21, climb runway heading to 1400 before proceeding on course.

NOTE: Rwy 3, trees 4800' from departure end of runway, 1050' left of centerline, 100' AGL/803' MSL. Rwy 21, trees 715' from departure end of runway, 164'

right of centerline, 84' AGL/667' MSL.

ATLANTIC CITY, NJ

ATLANTIC CITY INTL

NOTE: Rwy 4, tree 2185' from departure end of runway, 491'left of centerline, 50' AGL/124' MSL, Rwv 13, tree 1654' from departure end of runway, 814' right of centerline, 64' AGL/110' MSL, Rwy 22, building 530' from departure end of runway, 555' right of centerline. 15' AGL/75' MSL.

BATAVIA, NY

GENESEE COUNTY AIRPORT

NOTE: Rwy 28, terrain 15' from departure end of runway 72' left of centerline, 919' MSL. Terrain 19' from

departure end of runway 231' right of centerline 916'

MSL. Multiple trees beginning 608' from departure end of runway 584' left of centerline, up to 100' AGL /1009' MSI Tower 1789' from departure end of runway 704'

BELMAR-FARMINGDALE, NJ

MONMOLITHEXECUTIVE TAKE-OFF MINIMUMS: Rwys 3,21, 300-1.

left of centerline, 100' AGL/1005' MSL.

BERLIN, NJ

CAMDEN COUNTY

TAKE-OFF MINIMUMS: Rwv 5, 600-11/2 or std. with a min. climb of 270' per NM to 600. DEPARTURE PROCEDURE: Rwys 5, 23, climb to 600 before turning on course.

BINGHAMTON. NY

GREATER BINGHAMTON/EDWIN A. LINK

FIELD (BGM)

ORIG 08157 (FAA)

NOTE: Rwy 10, trees beginning 143' from departure end of runway, 259' left of centerline, up to 29' AGL/1579' MSL. Rwy 16, trees beginning 162' from departure end

of runway, 325' left of centerline, up to 100' AGL/1669' MSL. Rwy 28, trees beginning 157' from departure end of runway, 406' left of centerline, up to 52' AGL/1602' MSL, Rwv 34, antenna 216' from departure end of runway, 223' right of centerline, 93' AGL/1643' MSL.

BLAIRSTOWN, NJ

BLAIRSTOWN TAKE-OFF MINIMUMS: Rwy 7, 300-1. Rwy 25,

400-2 or std. with a min. climb of 260' per NM to 800'. DEPARTURE PROCEDURE: Eastbound Departure:

Rwy7, climb runway heading to 800' then continue climb to 3000 direct STW VOR/DME before departing as cleared. Rwy 25, climb runway heading to 800' then continue climbing left turn to 3000 via STW R-250 to STW VOR/DME before departing as cleared.

Westbound Departure: Rwy 7, climb runway heading to 800' then continue climbing right turn to 3000 or above via heading 200°, to intercept STW R-243 to the FJC R-087 direct to FJC VORTAC before departing as cleared. Rwy 25, climb runway heading to 800, then

continue climbing left turn to 3000 or above via heading 200°, to intercept STW R-243 to the FJC R-087 direct to FJC VORTAC before departing as cleared.

BROCKPORT, NY

LEDGEDALE AIRPARK (7G0)

ORIG 09015 (FAA)

NOTE: Rwy 10, trees beginning 882' from departure end of runway, 568' left of centerline up to 100' AGL/764' MSL. Rwy 28, tree beginning 1820' from departure end of runway, 769' right of centerline up to 100' AGL/764'

MSL. Trees beginning 3049' from departure end of runway, 1253' left of centerline up to 100' AGL/759' MSL.

BUFFALO, NY

BUFFALO AIRFIELD (9G0) AMDT 1 08325 (FAA)

NOTE: Rwv 6, trees beginning 2296' from departure end of runway 68' left of centerline up to 100' AGL /770' MSI Tree 4038' from departure end of runway 1425' right of centerline, 100' AGL/779' MSL. Trees beginning 3080' from departure end of runway, 219' right of

centerline up to 100' AGL /769' MSL Rwv 24, trees beginning 91' from departure end of runway, 208' right of centerline, up to 100' AGL/780' MSL. Trees beginning 868' from departure end of runway, 112' left of centerline. up to 100' AGL /750' MSL

BUFFALO NIAGARA INTL

NOTE: Rwv 5, tree 648' from departure end of runway.662' left of centerline, 65' AGL/751' MSL, Trees beginning 697' from departure end of runway 385' right of centerline, up to 100' AGL/787' MSL. Rwv 23, trees. poles, building and pump beginning 6' from departure end of runway, 290' left of centerline, up to 40' AGL/721' MSL. Tree 3317' from departure end of runway, 916' right of centerline, 68' AGL /759' MSL Rwv 32, multiple trees and a bush beginning 141' from departure end of runway, 66' left of centerline, up to 67' AGL/756' MSL. Multiple trees beginning 43' from departure end of runway, 90' right of centerline, up to 66' AGL/752' MSL.

CALDWELL, NJ

ESSEX COUNTY

TAKE-OFF MINIMUMS: Rwvs 4, 22, 28, 300-1.

DEPARTURE PROCEDURE: Rwvs 4, 22, 28, climb runway heading to 600 before departing as cleared.

CANANDAIGUA. NY CANANDAIGUA

TAKE-OFF MINIMUMS: Rwv 13, 300-1 or std. with a

min, climb of 230' per NM to 1100.

CORTLAND, NY

CORTLAND COUNTY-CHASE FIELD TAKE-OFF MINIMUMS: Rwv 6, 600-2 or std. with a min.

climb of 220' per NM to 2000. Rwy 24, 400-2 or std. with a min. climb of 330' per NM to 1700. DEPARTURE PROCEDURE: Rwvs 6.24. climb runwav heading to 2600 before turning southbound.

CROSS KEYS, NJ

CROSS KEYS (17N)

AMDT 1 09351 NOTE: Rwy 9, trees beginning 81' from DER, 76' right

of centerline, up to 100' AGL/289' MSL. Trees beginning 1914' from DER, 834' left of centerline, up to 100' AGL/ 279' MSL, Pole 4369' from DER, 643' left of centerline. 147' AGL/303' MSL. Rwy 27, trees beginning 50' from DER, 20' right of centerline, up to 100' AGL/259' MSL. Tree 2099' from DER, 893' left of centerline, 100 AGL/ 249'MSL.

DANSVILLE, NY DANSVILLE MUNI (DSV)

AMDT 2 09071 (FAA)

TAKE-OFF MINIMUMS: Rwv 14. std. w/min. climb of

482' per NM to 3000, or 2000-3 for climb in visual conditions, Rwv 18, std. w/min, climb of 430' per NM to 2700, or 600-21/2 w/min, climb of 358' per NM to 2700.

or 2000-3 for climb in visual conditions, Rwv 32, std. w/ min, climb of 399' per NM to 2400, or 700-21/2 w/ min. climb of 321' per NM to 2400, or 2000-3 for climb in

visual conditions, Rwy 36, std. w/min, climb of 446' per NM to 2600, or 400-11/4 w/min, climb of 375' per NM to 2600, or 2000-3 for climb in visual conditions. DEPARTURE PROCEDURE: Rwv 14, climb heading 137° to 3000 or for climb in visual conditions cross Dansville Muni airport at or above 2500 MSL before proceeding on course, Rwv 18, climb heading 178° to 2700 or for climb in visual conditions cross Dansville

Muni airport at or above 2500 MSL before proceeding on course, Rwv 32, climb heading 317° to 2400 or for climb in visual conditions cross Dansville Muni airport at or above 2500 MSL before proceeding on course. Rwy 36, climb heading 358° to 2600 or for climb in visual conditions cross Dansville Muni airport at or above 2500 MSL before proceeding on course. NOTE: Rwv 14, vehicle on roadway, at DER, 377' left of centerline, 15' AGL/675' MSL, Trees beginning 7725' from DER, 635' left of centerline, up to 50' AGL/1409' MSL. Vehicle on roadway, 174' from DER, 536' right of

centerline, 15' AGL/675' MSL, Trees beginning 1,8 NM from DER, 94' right of centerline, 50' AGL/1349' MSL. Rwv 18, trees beginning 1.8 NM from DER, 908' left of centerline, up to 50' AGL/969' MSL. Trees beginning 4209' from DER, 109' right of centerline, up to 50' AGL/ 1209' MSL. Rwv 32. vehicle on roadway. 41' from DER. 470' left of centerline, 15' AGL/651' MSL, Trees beginning 8840' from DER, 1396' left of centerline, up to 50' AGL/1249' MSL. Rwy 36, trees beginning 5437' from DER, 574' right of centerline, up to 50' AGL/1269' MSL.

DUNKIRK.NY

CHAUTAUQUA COUNTY/ DUNKIRK

TAKE-OFF MINIMUMS: Rwy 15, 400-2 or std. with a min. climb of 230' per NM to 1200. DEPARTURE PROCEDURE: Rwys 6, 15, climb runway heading to 1200, then climbing left turn direct DKK

VORTAC before proceeding on course. Rwys 24, 33, climb runway heading to 1200, then climbing right turn direct DKK VORTAC before proceeding on course. Southboundaircraft cross DKK VORTAC at or above

EAST HAMPTON, NY

EAST HAMPTON

TAKE-OFF MINIMUMS: Rwy 34,300-1.

NOTE: Rwy 4, 40' AGL trees 200' from departure end of runway. Rwy 22, 42' AGL trees 120' from departure end of runway. Rwy 16, 48' AGL trees 130' right of departure end of runway.

ELLENVILLE. NY

JOSEPH Y RESNICK

TAKE-OFF MINIMUMS: Rwy 4, 1000-2. Rwy 22, 1600-2 or std. with a min. climb of 450' per NM to 1800. DEPARTURE PROCEDURE: Rwv 4. climb runway heading to 5000 before proceeding on course. Rwy 22, climb on heading 240° to 4000 before proceeding on course

ELMIRA. NY

FI MIRA/CORNING RGNI

TAKE-OFF MINIMUMS: Rwvs 5.23, NA-ATC, Rwv 6. 600-234 or std. with a min. climb of 325' per NM to 1700. Rwy 10, std. with a min. climb of 449' per NM to 1600, or 2000-3 for climb in visual conditions. Rwv 24, std. with a min. climb of 423' per NM to 2400, or 2000-3 for climb in visual conditions. Rwy 28, std. with a min. climb of 636' per NM to 2100, or 2000-3 for climb in visual conditions. DEPARTURE PROCEDURE: Rwv 6. climb heading 062° to 2400 before proceeding on course. Rwy 10, climb heading 101° to 2500 before proceeding on course. For climb in visual conditions: cross Elmira/ Corning Rgnl Airport at or above 2800' MSL before proceeding on course. Rwv 24, climb heading 242° to 2600 before proceeding on course. For climb in visual

course. For climb in visual conditions: cross Elmira/ Corning Rgnl Airport at or above 2800' MSL before proceeding on course. NOTE: Rwv 6, multiple trees beginning 984' from departure end of runway, 228' left of centerline, up to 34' AGL/1023' MSL. Multiple trees 2.1 NM from departure end of runway, 3938' left of centerline, up to 100' AGL/ 1499' MSL. Multiple trees beginning 809' from departure end of runway, 102' right of centerline, up to 39' AGL/1028' MSL. Rwy 10, poles and multiple trees

conditions: cross Elmira/Corning Rgnl Airport at or

climb heading 281° to 2400 before proceeding on

above 2800' MSL before proceeding on course, Rwv 28.

beginning 551' from departure end of runway, 38' left of centerline, up to 49' AGL/998' MSL. Pole and multiple trees beginning 130' from departure end of runway, 125' right of centerline, up to 63' AGL/1012' MSL, Rwy 24. sign and multiple trees beginning 870' from departure end of runway, 528' left of centerline, up to 48' AGL/1006' MSL. Rwy 28, multiple trees beginning 1341' from departure end of runway, 289' left of centerline, up to 73' AGL/1012' MSL. Tower and multiple trees beginning 440' from departure end of runway, 472' right of

centerline, up to 92' AGL/1031' MSL.

ENDICOTT, NY TRI-CITIES

TAKE-OFF MINIMUMS: Rwy 3, 700-2. Rwy 21, 1100-2. DEPARTURE PROCEDURE: Rwv 3. climb runwav heading to 1700, then climbing left turn direct CFB VORTAC until passing 2500 before proceeding on course. Rwy 21, climb runway heading to 1900, then climbing right turn direct CFB VORTAC until passing

2700 before proceeding on course. NOTE: Rwy 3, trees and terrain 646' above runway 1.5 NM from departure end of runway, 3000' left of centerline. Rwy 21, trees and terrain 735' above runway 1.4 NM from departure end of runway, 2625' left of

centerline. Trees and terrain 1035' above runway 2.9 NM from departure end of runway, 5950' left of centerline.

TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

FARMINGDALE, NY

REPUBLIC (FRG)

AMDT 5A 08157 (FAA)

TAKE-OFF MINIMUMS: Rwv 1, 300-1 or std. with a min.

climb of 280' per NM to 300, Rwy 14, 300-1 or std. with a min, climb of 220' per NM to 300, Rwy 32, 300-2 or std. w/min_climb of 220' per NM to 400

DEPARTURE PROCEDURE: Rwvs 1.32, climb runway heading to 800 before proceeding on course

NOTE: Rwv 19, 102' sign at departure end of runway, 510'

right of centerline, Rwv 32, tank 8214' from departure end of runway 1120' left of centerline 107' AGL /297' MSL

FISHERS ISLAND, NY

ELIZABETH FIELD

TAKE-OFF MINIMUMS: Rwv 7, 300-1 or std. with a min. climb of 300' per NM to 300.

NOTE: Rwv 7. 15' AGL bunker 25' from departure end of runway right of centerline

FULTON, NY

OSWEGO COLINTY

TAKE-OFF MINIMUMS: Rwv 6, 300-1 or std. with a min. climb gradient of 270' per NM to 900.

NOTE: Rwv 6. hill 1400' from departure end of runway, on centerline 50' AGL/549' MSL, Rwv 15, trees 1700' from departure end of runway, on centerline 85' AGL/560 MSL. Rwv 24. trees 1350' from departure end of runway. on centerline 60' AGL/517' MSL, Rwy 33, road 400' from departure end of runway, on centerline 15' AGL/462 MSL.

GLENS FALLS. NY

FLOYD BENNETT MEMORIAL

TAKE-OFF MINIMUMS: Rwvs 1.12.19.30. 300-1.

DEPARTURE PROCEDURE: Rwvs 1.12.30, climbing right turn to 2000 direct GANSE LOM before proceeding on course. Rwv 19. Climb to 2000 direct GANSE LOM before proceeding on course.

HAMILTON, NY

HAMILTON MUNI (VGC)

AMDT 2 08353 (FAA)

TAKE-OFF MINIMUMS: Rwy 17, 600-3 w/min_climb of 288' per NM to 2100 or 1300-21/2 for climb in visual conditions, Rwv 35, 400-1 w/min, climb of 364 per NM to 2300 or 1300-21/2 for climb in visual conditions DEPARTURE PROCEDURE: Rwv 17, climb heading 170° to 2100 or for climb in visual conditions, cross Hamilton Muni airport at or above 2300 before proceeding on course, Rwv 35, climb heading 350° to 2300 or for climb in visual conditions, cross Hamilton Muni airport at or above 2300 before proceeding on COLUMN

NOTE: Rwv 17, multiple trees beginning 37' from departure end of runway, 163' right of centerline, up to 100' AGL /1219' MSL Railroad 94' from departure end of runway, 217' left of centerline, 23' AGL/1162' MSL. Multiple trees beginning 815' from departure end of runway, 583' left of centerline, up to 100' AGL/1219' MSL. Multiple trees beginning 1861' from departure end of runway 939' right of centerline up to 100' AGL/ 1459' MSL. Multiple trees beginning 1.6 NM from departure end of runway, 3026' left of centerline, up to 100' AGL/1659' MSL. Multiple trees beginning 2.6 NM from departure end of runway, 1078' right of centerline. up to 100' AGL/1679' MSL, Rwv 35, railroad 27' from departure end of runway, 464' right of centerline, 23' AGL/1162' MSL. Multiple trees beginning 855' from departure end of runway, 604' right of centerline, up to 100' AGL/1279' MSL. Multiple trees beginning 2444' from departure end of runway, 356' left of centerline, up to 100' AGL/1219' MSL. Multiple trees beginning 4371' from departure end of runway, 1630' right of centerline. up to 100' AGL/1439' MSL.

HAMMONTON, NJ

HAMMONTON MUNI (N81) ORIG 09015 (FAA)

DEPARTURE PROCEDURE: Rwv 3, climb heading 034° to 600 before turning left.

NOTE: Rwv 21, trees 1572' from departure end of runway, 526' left of centerline, 100' AGL/163' MSL. Trees 3201' from departure end of runway, 911' right of centerline, 100' AGL/166' MSL.

HORNELL, NY

HORNELL MUNI (4G6)

AMDT 4 08269 (FAA)

TAKE-OFF MINIMUMS: Rwv 18, std, w/min, climb of 425' per NM to 2200 or 1500-3 for climb in visual conditions. Rwv 36. NA-Obstacles.

DEPARTURE PROCEDURE: Rwv 18, climb heading 165° to 2700 before proceeding on course or for climb in visual conditions cross Hornell Muni airport at or above 2600 MSL before proceeding on course.

NOTE: Rwy 18, trees 1260' from departure end of runway, 79' left of centerline, up to 96' AGL/1256' MSL.

HUDSON, NY COLUMBIA COUNTY (1B1)

ORIG 08213 (FAA)

DEPARTURE PROCEDURE: Rwv 3. climb heading 025° to 1500 before turning, Rwy 21, climb heading 190° to 2100 before turning right

NOTE: Rwv 3, vehicles beginning 393' from departure end of runway, 19' left of centerline, up to 17' AGL/226'

MSI Trees beginning 856' from departure end of

runway, 587' right of centerline, up to 80' AGL/279' MSL.

Trees beginning 3292' from departure end of runway. 574' left of centerline up to 80' AGL /339' MSL Rwy 21.

fence 104' from departure end of runway, 372' left of

centerline up to 44' AGL /203' MSL. Trees beginning 400' from departure end of runway, 41' right of

centerline, up to 80' AGL/280' MSL. Trees beginning 563' from departure end of runway 61' left of centerline

ISLIP, NY

LONG ISLAND MACARTHUR TAKE-OFF MINIMUMS: Rwv 33R, 300-1 or std. with a

min. climb of 220' per NM to 400.

ITHACA, NY

ITHACA TOMPKINS RGNL (ITH)

AMDT 4 08241 (FAA)

TAKE-OFF MINIMUMS: Rwv 14, Std. w/min, climb of 350' per NM to 2400 or 1500-3 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwy 14, Climb heading 145° to 2400 before turning left or for climb in visual

conditions cross Ithaca Tompkins RGNL airport at or above 2400 before proceeding on course. Rwy 32, Climb heading 325° to 1600 before proceeding on course. NOTE: Rwy 14, Trees beginning 569' from departure end of runway, 527' right of centerline, up to 100' AGL/1599'

MSL. Trees beginning 1831' from departure end of runway, 767' left of centerline, up to 100' AGL/1780' MSL. Transmission pole and towers beginning 1952' from departure end of runway, 330' right of centerline, up to 52' AGL/1151' MSL. Tower 2.46 NM from departure end of runway, 4420' left of centerline, up to 100' AGL/ 1620' MSL. Rwy 32, Trees beginning 338' from

departure end of runway, 380' right of centerline, up to 100' AGL/1219' MSL. Trees beginning 1265' from departure end of runway, 462' left of centerline, up to 100' AGL/1179'MSL.

JAMESTOWN NY

CHALITALIOLIA COUNTY/JAMESTOWN

NOTE: Rwv 7, multiple trees beginning 495' from departure end of runway, 525' left of centerline, up to 30' AGI /1749 MSI Rwy 13, rising terrain beginning 200 from departure end of runway, left and right of centerline up to 1740' MSL. Multiple trees beginning 228' from departure end of runway, 232' left of centerline, up to 47' AGL/1795' MSL. Vent on building 527' from departure end of runway 628' right of from departure end of runway, 329' right of centerline. 15' AGL/1756' MSL. Vent on building 1003' from

centerline, 38' AGL/1768' MSL. Vehicles on road, 737' departure end of runway, 426' right of centerline, 38' AGL/1768 MSL Obstacle light on building 1232 from departure end of runway, 309' right of centerline, 38' AGL/1768' MSL. Multiple trees beginning 831' from departure end of runway, 77' right of centerline, up to 90' AGL/1799' MSL. Rwy 25, antenna on building 424'

from departure end of runway 262' left of centerline 14' AGL/1733' MSL. Tree 731' from departure end of runway, 652' left of centerline, 72' AGL/1761' MSL. Rwy 31, vehicles on road 0' from departure end of

runway, 403' right of centerline, 15' AGL/1734' MSL. Rising terrain beginning abeam departure end of runway, left and right of centerline, up to 1749' MSL. Multiple trees beginning 404' from departure end of runway, 127' right of centerline, up to 62' AGL/1801' MSL. Multiple trees beginning 577' from departure end of runway, 630' left of centerline, up to 44' AGL/ 1793' MSL. Tree 3695' from departure end of runway.

728' left of departure end of runway, 35' AGL/1834'

left of centerline, 100' AGL/1879' MSL.

MSL. Tree 6082' from departure end of runway, 846'

JOHNSTOWN, NY FULTON COUNTY

TAKE-OFF MINIMUMS: Rwys 10, 28, 300-1. NOTE: Rwy 10,50' AGL trees 720' from departure end of runway, 65' left of centerline. Rwy 28, 60' AGL trees 700' from departure end of runway, 125' left of centerline.

KINGSTON, NY

KINGSTON-ULSTER

TAKE-OFF MINIMUMS: Rwy 33, 300-1. DEPARTURE PROCEDURE: Rwy 15, climb to 3000 via PWL R-316 to TRESA INT before proceeding on course, Rwv 33, climbing right turn to 3000 on heading 170° and PWLR-316 to TRESA INT before proceeding on course.

LAKE PLACID, NY LAKE PLACID

TAKE-OFF MINIMUMS: Rwv 14. NA-obstacles. Rwy 32, std. with a min. climb of 420' per NM to 4000. DEPARTURE PROCEDURE: Rwy 32, climbing left turn to 5000 via heading 304° to intercept SLK R-180 to SLK VOR/DME before proceeding on course.

LAKEWOOD, NJ LAKEWOOD

TAKE-OFF MINIMUMS: Rwy 6, 24, 400-2 or std. with a min. climb of 330' per NM to 600.

$oldsymbol{ abla}$ take-off minimums and (obstacle) departure procedures 5

09351

LE ROY, NY

LE ROY (5G0)

ORIG 09155 (FAA)

TAKE-OFF MINIMUMS: **Rwy 28**, std. w/ min. climb of 302' per NM to 1400 or 1200-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 28**, for climb in visual conditions: Cross Le Roy airport at or above 1800 MSI, before proceeding on course

NOTE: Rwy 10, train on railroad tracks and trees beginning 37' from DER, 145' left of centerline, up to 100' AGL/859' MSL. Fence 326' from DER, on centerline, 11' AGL/781' MSL. Trees and vehicles beginning 365' from DER, 60' right of centerline, up to 100' AGL/879' MSL. Rwy 28, trees, vehicles, fence, AAO and terrain beginning 50' from DER, 96' left of centerline, up to 200' AGL/1109' MSL. Train on railroad tracks, trees, AAO and terrain beginning 36' from DER, 73' right of centerline, up to 200' AGL/1109' MSL. Train on railroad tracks, trees, AAO and terrain beginning 36' from DER, 73' right of centerline, up to 200' AGL/11079' MSL.

LINCOLN PARK, NJ

LINCOLN PARK

TAKE-OFF MINIMUMS: Rwy 1, 900-2. Rwy 19, 300-1. DEPARTURE PROCEDURE: Rwy 1, climb visually over airport to 1000 before proceeding on course. Rwy 19, climb runway heading to 1000 before proceeding on course.

LINDEN, NJ

LINDEN

TAKE-OFF MINIMUMS: Rwv 27, 300-1.

LOCKPORT. NY

NORTH BUFFALO SUBURBAN

TAKE-OFF MINIMUMS: Rwys10, 28, 300-1.
NOTE: Rwy10, 46' AGL tree 353' from departure end of runway, 75' right of centerline. Rwy 28, 60' AGL tree 650' from departure end of runway. 350' right of centerline.

LUMBERTON, NJ

FLYING W

TAKE-OFF MINIMUMS: Rwvs 1.19.300-1.

MALONE, NY

MALONE, NY MALONE-DUFORT

TAKE-OFF MINIMUMS: **Rwy 14**, 300-1 or std. with a min. climb of 220' per NM to 1100. **Rwy 23**, 500-1 or std. with a min. climb of 240' per NM to 1400.

DEPARTURE PROCEDURE: **Rwys 5,14,23,32**, aircraft departing V-282 northbound and V-98 northeastbound climb via heading 050° to 2500 before proceeding on course. All other directions climb to 2000 via heading 300° before proceeding on course.

MANVILLE, NJ

CENTRAL JERSEY RGNL
DEPARTURE PROCEDURE: Rwv.7 climb heading

069° to 800 before turning left.

NOTE: Rwy7, multiple trees and a building beginning

29 from departure end of runway, 1266 left of centerline, up to 92' AGL/132' MSL. Multiple trees and poles beginning 238 from departure end of runway, 74' right of centerline, up to 94' AGL/154' MSL. Rwy 25, multiple trees beginning 183' from departure end of runway, 33' right of centerline, up to 93' AGL/173' MSL. Multiple trees beginning 212' from departure end of runway, 181' left of centerline, up to 83' AGL/163' MSL.

MASSENA, NY

MASSENA ÎNTL-RICHARDS FIELD (MSS) AMDT 8 09351 (FAA)

TAKE-OFF MINIMUMS: Rwy 23, 300-2½ or std. with a min. climb of 240' per NM to 800.

NOTE: Rwv 5, antenna on building 291' from DER, 267' right of centerline, 9' AGL/238' MSL, Obstruction light on localizer 347' from DER, on centerline, 7' AGL/241' MSL. Trees beginning 551' from DER, 514' left of centerline, up to 75' AGL/324' MSL. Trees beginning 825' from DER, 516' right of centerline, up to 56' AGL/ 292' MSL, Rwv 9, bushes and trees beginning 371' from DER, 142' left of centerline, up to 64' AGL/303' MSL. Trees beginning 784' from DER, 51' right of centerline, up to 73' AGL/312' MSL. Rwy 23, trees, buildings, and poles beginning 1002' from DER, 249' left of centerline, up to 76' AGL/257' MSL, Trees beginning 2233' from DER, 878' right of centerline, up to 60' AGL/277' MSL. Light on tower 2.1 NM from DER. 2453' right of centerline, 388' AGL/596' MSL. Rwy 27, trees beginning 341' from DER, 341' left of centerline. up to 81' AGL/292' MSL. Trees beginning 499' from DER, 289' right of centerline, up to 100' AGL/329' MSL.

MC GUIRE AFB (KWRI)

WRIGHTSTOWN, NJ......ORIG, 09043
TAKE-OFF OBSTACLES: Rwy 6, Trees 1395' from DER, 853' right of centerline, 178' MSL. Trees 1863' from DER, 426' right of centerline, 155' MSL. Trees 1935' from DER, 885' right of centerline, 186' MSL. Trees 2405' from DER, 448' right of centerline, 168' MSL. Trees 2603' from DER, 1186' left of centerline, 169' MSL. Trees 2800' to 3400' from DER, 50' to 850' right of centerline, 179' MSL. Trees 3287' from DER, 341' left of centerline, 189' MSL. Trees 3400' to 3900' from DER, 700' to 1200' right of centerline, 188' MSL. Trees 1980' from DER, 980' left of centerline, 199' MSL.

MIDDLETOWN, NY

RANDALL

TAKE-OFF MINIMUMS: **Rwy 26**, 700-2 or std. with a min. climb of 260' per NM to 2400.

DEPARTURE PROCEDURE: **Rwy 26**, climb runway heading to 2400 before proceeding on course.

MILL BROOK, NY

SKY ACRES

TAKE-OFF MINIMUMS: Rwv 17, 900-1 or std. with a min_climb of 390' per NM to 1700_Rwv 35, 300-1 or std with a min. climb of 250' per NM to 1300.

DEPARTURE PROCEDURE: Rwv 17 climb runway heading to 1700, then climbing right turn to intercept IGN R-147, to IGN VOR/DME, Cross IGN VOR/DME atorabove 3000 Rwv 35 climb runway heading to 1300 then climbing left turn to intercept IGN R-009 to IGN VOR/DMF Cross IGN VOR/DMF at or above 3000

MILLVILLE. NJ

MILLVILLE MUNI

NOTE: Rwv 10, multiple trees beginning 14' from departure end of runway 498' right of centerline up to 49' AGL/134' MSL. Rwv 14, multiple trees beginning 20' from departure end of runway, 167' left and 139' right of centerline up to 72' AGI /154' MSI Rwv 28, multiple trees beginning 28' from departure end of runway, 144' left and 167' right of centerline, up to 80' AGL /154' MSL Rwy 32, multiple trees beginning 34' from departure end of runway, 341' left and 273' right of centerline, up to 71' AGI /152 MSI

MONTAUK, NY

MONTAUK

DEPARTURE PROCEDURE: Rwv 24. climbing right turn to 3000 direct GON VOR/DME before proceeding

NOTES: Rwv 6, 37' dune 200' from departure end of runway. Rwy 24, 35' power line 40' from departure end of

MONTGOMERY, NY

ORANGE COUNTY

TAKE-OFF MINIMUMS: Rwv 3.500-2 or std. with a min. climb of 440' per NM to 900, Rwv 8, 300-1 or std, with a min, climb of 230' per NM to 600. Rwy 21, 500-1 or std. with a min, climb of 210' per NM to 800, Rwv 26, 400-1 or std. with a min. climb of 270' per NM to 900. DEPARTURE PROCEDURE: Rwv 3. climb runwav heading to 2100 before proceeding on course. Rwys 8.21.26, climb runway heading to 1000 before proceeding on course.

MONTICELLO, NY

SULLIVAN COUNTY INTL

DEPARTURE PROCEDURE: Rwv 33, climb straight ahead to 2500 before departing on course.

MORRISTOWN N.I

MORRISTOWN MUNI

TAKE-OFF MINIMUMS: Rwv 23, 400-2 or std. with a min_climb of 365' per NM to 700_Rwv 31_500-2 or std with a min, climb of 390' per NM to 900. DEPARTURE PROCEDURE: Rwv 13, 23, 31, use

MORRISTOWN DEPARTURE

NOTE: Rwv 5, cross departure end of runway at or above 25'AGI /209'MSI Rwv 13, 73'AGI tree 1100'from departure end of runway, 600' right of centerline. Cross departure end of runway at or above 35' AGL/217' MSL. Rwy 23, 60' AGL tree, 500' from departure end of runway 400' right of centerline. Cross departure end of runway at or above 35' AGL /218' MSL Rwv 31, 50' AGL trees 1500' from departure end of runway, 700' right of centerline. Cross departure end of runway at or above 35' AGI /222' MSI

MOUNT HOLLY, NJ

SOUTH JERSEY RGNI (VAY)

ORIG 09155 (FAA)

TAKE-OFF MINIMUMS: Rwv 26, 300-21/2 or std. w/min. climb of 205' per NM to 500. Alternatively, with standard take-off minimums and a normal 200 / NM climb gradient. take-off must occur no later than 1300' prior to DER.

NOTE: Rwv 8, trees beginning 15' from DER, 32' right of centerline, up to 100' AGL/179' MSL. Trees beginning 631' from DER, 339' left of centerline, up to 100' AGL/ 159' MSL. Rwv 26, building 522' from DER, 604' right of centerline, 30' AGL/89' MSL, Building 540' from DER, 546' left of centerline, 30' AGL/89' MSL. Vehicle on road 650' from DER, on centerline, 17' AGL/67' MSL, Trees beginning 1599' from DER, 5' right of centerline, up to 100' AGL/179' MSL. Trees beginning 418' from DER. 408' left of centerline, up to 100' AGL/179' MSL, Tower 1.9 NM from DER, 1712' right of centerline, 179' AGL/ 348' MSI

NEW YORK, NY

JOHN E KENNEDY INTI

TAKE-OFF MINIMUMS: Rwv 13R. 300-1% or std. with a min, climb of 250' per NM to 300, Rwv 31L, standard with a min. climb of 210' per NM to 2000.

NOTE: Rwv 4L, taxiing aircraft 691' from departure end of runway, 390' left of centerline, 64' AGL/77' MSL, Tree 1824' from departure end of runway, 180' right of centerline, 63' AGL/79' MSL. Tree 1847' from departure end of runway, 88' left of centerline, 54' AGL/67' MSL. Multiple obstruction lights on fence beginning 249' from departure end of runway, 316' left of centerline, 10' AGL/ 22' MSL. Rwy 4R, multiple trees beginning 1294' from departure end of runway, 687' left of centerline, up to 63' AGL/76' MSL. Tree 524' from departure end of runway, 613' right of centerline, 20' AGL/33' MSL, Rwv 13L. electrical equipment 106' from departure end of runway. 416' left of centerline, 10' AGL/17' MSL. Obstruction light on glideslope antenna 1046' from departure end of runway, 141'left of centerline, 27' AGL/40' MSL. Rwy 13R, obstruction light on tank 1.12 NM from departure end of runway, 2116' right of centerline, 215' AGL/227' MSL. Obstructiion light on fence 98' from departure end of runway, 6' right of centerline, 10' AGL/24' MSL. Tower 4690' from departure end of runway, 1386' right of centerline, 127' AGL/140' MSL. Rwy 31L, tree 2076 from departure end of runway, 436' left of centerline, 79' AGL/91'MSL. Bush 257' from departure end of runway, 530' left of centerline, 13' AGL/25' MSL, Rwv 31R, tree 752' from departure end of runway, 654' left of centerline, 39' AGL/52' MSL. Tree 561' from departure end of runway, 646' right of centerline, 30' AGL/43' MSL. Multiple light poles beginning 1442' from departure end of runway, 336' left of centerline, up to 44' AGL/67' MSL. Vehicle on road 281' from departure end of runway, 501' left of centerline, 15' AGL/26' MSL. Multiple obstruction lights on poles and fence beginning 365' from departure end of runway, 15' left of centerline, up to 17' AGL/31' MSL. Obstruction light on pole 625' from departure end of runway, 359' right of centerline, 28' AGL/31' MSL. Approach light 190' from departure end of runway, 8' right of centerline, 5' AGL/18' MSL, Fence 410' from

departure end of runway, 352' right of centerline, 10'

AGL/23' MSL.

NEW YORK, NY (CON'T)

LA GUARDIA (LGA)

AMDT 8 08325 (FAA)

TAKE-OFF MINIMUMS: Rwv 4, 400-21/2 or std. with a min_climb of 230' per NM to 600_Rwv 13, 400-21/2 or std with a min_climb of 280' per NM to 500_Rwy 22. 300-21/4 or std. w/min. climb of 210' per NM to 400. Rwy 31, 300-11/2 or std. with a min. climb of 260' per NM to

DEPARTURE PROCEDURE: Rwv 4. climb heading 044° to to 800 before proceeding westbound. Rwv 13. climb heading 134° to 700 before proceeding westbound. Rwv 22, climb heading 224° to 2100 before proceeding westbound, Rwv 31, climb heading 314° to 1400 before proceeding westbound NOTE: Rwv 4. bridge 2.1 NM from departure end of

runway, 3754' right of centerline, 345' AGL/384' MSL. Bush and terrain beginning 99' from departure end of runway. 114' left of centerline, up to 16' AGL/33' MSL. Rwv 13, multiple buildings beginning 1.9 NM from departure end of runway, 741' right of centerline, up to 280' AGL/345' MSL. Multiple buildings, stacks, bush. and fence lights beginning 98' from departure end of runway, 168' left of centerline, up to 211' AGL/271' MSL. Localizer 392' from departure end of runway, on centerline, 10' AGL/19' MSL, Rwv 22, multiple trees. buildings, and blast fence beginning 109' from departure end of runway, 138' right of centerline, up to 222' AGL/ 302' MSL. Multiple trees and buildings beginning 165' from departure end of runway, 150' left of centerline, up to 72' AGL/102' MSL. Rwv 31. stack 1.3 NM from departure end of runway, left of centerline, 250' AGL/268'

NFWARK N.I

NEWARK LIBERTY INTL (EWR) AMDT 4 08213 (FAA)

TAKE-OFF MINIMI IMS: Rwv 41 std w/min climb of 383' per NM to 800. Rwy 4R, std. w/min, climb of 373' per NM to 800. Rwv 11, std. w/min_climb of 240' per NM to 2000. Rwy 22R, 300-134 or std. w/min. climb of 203' per NM to 300, or alternaytively, with standard takeoff minimums and a normal 2001/NIM climb gradient takeoff must occur no later that 1200' prior to departure end of runway Rwy 29, 400-2 or std w/min climb of 444' ner NM to 500

NOTE: Rwv 4L, tower, light, and multiple trees beginning 211' from departure end of runway, 198' left of centerline. up to 70' AGL/89' MSL. DME antenna and pole beginning 881' from departure end of runway 418' right of centerline, up to 121' AGL/131' MSL. Rwv 4R, DME antenna, tree, and multiple towers beginning 530' from departure end of runway, 477' left of centerline, up to 61' AGL/82' MSL. Tower, sign, tree, multiple buildings and poles beginning 1134' from departure end of runway 153' right of centerline, up to 121' AGL/131' MSL. Rwy 11. terrain, sign, tree, road, fence, building, and multiple poles beginning 82' from departure end of runway, 2' left of centerline, up to 49' AGL/68' MSL. Pole and multiple signs beginning 6' from departure end of runway, 158' right of centerline, up to 31' AGL/50' MSL, Rwy 22L, pole 8' from departure end of runway, 261' left of centerline, 7' AGL/16' MSL, Rwy 22R, light and multiple trees beginning 1829' from departure end of runway, 307' right of centerline, up to 55' AGL/69' MSL. Building 1.4 NM from departure end of runway, 1872' left of centerline, 200' AGL/227' MSL, Rwy 29, poles, trees, multiple signs and buildings beginning 209' from departure end of runway, 242' left of centerline, up to 110' AGL/120' MSL. Tree multiple signs and poles beginning 689' from departure end of runway, 66' right of centerline, up to 273' AGL/358' MSL, Building 6020' from departure end of runway, 1624' right of centerline. 273' AGL/357' MSL. Building 1.5 NM from departure end of runway, 2071' right of centerline, 202' AGL/328' MSL.

NEWBURGH.NY

STEWART INTL (SWF) AMDT 5 08325 (FAA)

TAKE-OFF MINIMUMS: Rwv 16. std. w/min. climb of 255' per NM to 2000 or 1500-21/2 for climb in visual conditions, Rwy 27, 300-1 or std, w/min.of 366' per NM to 800, Rwy 34, 300-114 or std, w/min, climb of 503' per NM to 800.

DEPARTURE PROCEDURE: Rwv 9, climb heading 092° to 2100 before turning south Rwy 16, climb heading 163° to 2000 before proceeding on course or for climb in visual conditions cross Stewart Intlairport at or above 1800 before proceeding on course, Rwy 27, climb heading 272° to 1200 before turning south.

NOTE:. Rwy 9, trees beginning 730' from departure end of runway, 23' left of centerline, up to 66' AGL/566' MSL. Bush 172' from departure end of runway, 193' left of centerline, up to 43' AGL/483' MSL, Rwv 16, trees 785' from departure end of runway, 461' left of centerline, up to 86' AGL/466' MSL. Trees beginning 1254' from departure end of runway, 563' right of centerline, up to 112' AGL/492' MSL. Rwv 27, trees beginning 685' from departure end of runway, 525' left of centerline, up to 23' AGL/543' MSL. Fence 430' from departure end of runway, 528' left of centerline, 19' AGL/529' MSL, Middle marker 701' from departure end of runway, on runway centerline, 5' AGL/515' MSL, Rwv 34, trees beginning 608' from departure end of runway, 21' left of centerline, up to 91' AGL/611' MSL. Terrain and trees beginning 77' from departure end of runway, 71' right of centerline. up to 92' AGL/612' MSL.

NIAGARA FALLS. NY

NIAGARA FALLS INTL

TAKE-OFF MINIMUMS: Rwys 10L, 10R, 24, 300-1 or std. with a min. climb of 300' per NM to 1700.

DEPARTURE PROCEDURE: Rwv 6. climb heading 060° to 1200 before proceeding on course. Rwys 10L,10R,24 climb runway heading to 1700 before proceeding on course. Rwys 28L, 28R, climb heading 280° to 1200 before proceeding on course. NOTE: Rwv 6. tree 1737' from departure end of runway.

308' left of centerline, 60' AGL/647' MSL. Rwy 28L, trees beginning 1668' from departure end of runway. 244' right of centerline, up to 74' AGL/654' MSL. Trees beginning 1337' from departure end of runway, 62' left of centerline, up to 63' AGL/646' MSL. Bush 625' from departure end of runway, 172' right of centerline, 26' AGL/611'MSL. Rwy 28R, trees beginning 866' from departure end of runway, 105' right of centerline, up to 100' AGL/690' MSL. Trees beginning 837' from departure end of runway, 321' left of centerline, up to 87' AGL/667'MSL.

NORWICH, NY

LT. WARREN EATON

TAKE-OFF MINIMUMS: Rwys 1, 19, 700-2 or std. with a min. climb of 400' per NM to 1900.

DEPARTURE PROCEDURE: Rwvs 1.19. climb runwav heading to 2500 before proceeding on course.

OGDENSBURG.NY

OGDENSBURG INTL (OGS)

AMDT 1 09351 (FAA)

NOTE: Rwv 9, bushes beginning 72' from DER 321'

right of centerline, up to 18' AGL/317' MSL. Trees

beginning 780' from DER, 254' right of centerline, up to

72' AGI /376' MSI Trees beginning 1177' from DER 59' left of centerline, up to 59' AGL/383' MSL, Rwy 27. sign 6' from DER 394' left of centerline 4' AGI /288'

MSL. Terrain 55' from DER, 313' right of centerline. 288' MSL, Obstruction light pole 376' from DER, 370' left of centerline, 22' AGL/311' MSL. Hanger 504' from

DER, 545' left of centerline, 28' AGL/317' MSL, Antenna on hanger 510' from DER, 489' left of centerline, 37' AGL/326' MSL. Obstruction light on airport beacon 584'

from DER, 474' left of centerline, 40' AGL/329' MSL, Trees beginning 896' from DER 251' left of centerline up to 52' AGL/353' MSL. Trees beginning 997' from DER, 252' right of centerline, up to 52' AGL/371' MSL.

OLD BRIDGE, NJ

OLD BRIDGE (3N6)

AMDT 1 09239 (FAA)

TAKE-OFF MINIMUMS: Rwv 24, 300-21/2 or std. w/min.

climb of 223' per NM to 400. NOTE: Rwy 6, trees beginning 49' from DER, 4' left and right of centerline, up to 100' AGL/199' MSL, Rwv 24.

trees beginning 47' from DER, 46' left and right of centerline, up to 100' AGL/299' MSL.

OLEAN, NY

CATTARAUGUS COUNTY-OLEAN

TAKE-OFF MINIMUMS: Rwv 16, 300-1 or std. with a min, climb of 340' per NM until passing 2500, Rwv 34. 300-1 or std. with a min. climb of 300' per NM until passing 2500.

ONEONTA. NY

ONFONTA MUNI

TAKE-OFF MINIMUMS: Rwys 6,24, 300-1.

PEDRICKTOWN, NJ SPITFIRE AFRODROME

TAKE-OFF MINIMUMS: Rwy 25, NA-obstacles.

PENNYAN, NY

PFNN YAN

TAKE-OFF MINIMUMS: Rwy 1,500-2 or std. with a min climb of 230' per NM to 1700. Rwy 19, 600-2 or std. with a min. climb of 230' per NM to 1700. Rwy 28, 600-2, or

std. with a min climb of 320' per NM to 1700. NOTE: Rwy 10, 40' AGL trees at departure end of runway, 96' right of centerline.

PITTSTOWN, NJ

ALEXANDRIA

TAKE-OFF MINIMUMS: Rwy 8, 400-1 or std. with 400' per NM to 900. Rwy 13, 300-1 or std. with 460' per NM to 700. Rwy 31, 600-1 or std. with 340' per NM to 1200.

SKY MANOR

TAKE-OFF MINIMUMS: Rwy 7, 300-1.

PLATTSBURGH, NY

PLATTSBURGHINTI DEPARTURE PROCEDURE: Rwv 17, climb heading

172° to 2500 before turning on course. Rwv 35, climb heading 352° to 2800 before turning on course. NOTE: Rwy 17, tree 1844' from departure end of runway. 966' right of centerline, 87' AGL/237' MSL, Tree 2289' from departure end of runway, 937' left of centerline, 75' AGL/222' MSL. Rwy 35, numerous trees beginning 1602' from departure end of runway, 501' left of

centerline, up to 63' AGL/293' MSL. Tree, 2270' from

runway, 1014' right of centerline, 107' AGL/307' MSL.

departure end of runway, 944' left of centerline, 104'

AGL/334' MSL. Tree 2035' from departure end of

POTSDAM, NY

POTSDAM MUNI/DAMON FLD (PTD)

ORIG 09295 (FAA) NOTE: Rwv 6, trees beginning 229' from DER, 122'

right of centerline, up to 100' AGL/569' MSL. Trees beginning 926' from DER 322' left of centerline up to 100' AGL/579' MSL. Rwy 24, trees beginning 776' from DER, 370' right of centerline, up to 100' AGL/559' MSL. Building 549' from DER, 395' left of centerline, 40' AGL/ 509' MSL. Tree 846' from DER, 471' left of centerline. 100' AGL /559' MSL

POUGHKEEPSIE.NY

DUTCHESS COUNTY

TAKE-OFF MINIMUMS: Rwv 6.500-1.

Rwvs15.33, 400-1. DEPARTURE PROCEDURE: Rwy 6, climb direct IGN VOR/DME, then via IGN R-070 to 2000 before

proceeding on course. Rwv 15, climb to 600 then climbing left turn to 1000 direct IGN VOR/DME before

proceeding on course, Rwy 24, climb to 2000 via IGN R-250 before proceeding on course. Rwy 33, climb to 600

before proceeding on course. PRINCETON (ROCKY HILL), NJ

PRINCETON

TAKE-OFF MINIMUMS: Rwy 10, 300-2 or std. with a min, climb of 340' per NM to 600. NOTE: Rwv 10, multiple terrain beginning 61' from

then climbing right turn to 1000 direct IGN VOR/DME

departure end of runway, 7' left of centerline, 0' AGL/168' MSL, Tank 1462' from departure end of runway, 699' left of centerline, 130' AGL/270' MSL. Tower 1.5 NM from departure end of runway, 1013' left of centerline, 175' AGL/460' MSL, Road 400' from departure end of runway, on centerline, 17' AGL/184' MSL. Rwy 28, tree 565' from departure end of runway, 634' left of centerline. up to 100' AGL/219' MSL. Terrain 154' from departure end of runway, 253' left of centerline, 0' AGL/128' MSL. Terrain 390' from departure end of runway, 554' left of centerline, 0' AGL/132' MSL.

TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

READINGTON, NJ

SOLBERG-HUNTERDON (N51)

AMDT 1 09211 (FAA)

TAKE-OFF MINIMUMS: Rwv 31. std. w/min. climb of 405' per NM to 1400 or 1300-21/2 for climb in visual DEPARTURE PROCEDURE: Rwv 31, for climb in visual

conditions: cross Solberg-Hunterdon airport at or above

1300 before proceeding on course NOTE: Rwv 4, tree 907' from DER, 712' left of centerline.

100' AGL/279' MSL. Trees beginning 431' from DER. 82' right of centerline, up to 100' AGL /279' MSL Rwy 13.

tree 47' from DER, 453' left of centerline, 100' AGL/279' MSL. Tree 88' from DER, 178' right of centerline, 100' AGL/279' MSL. Rwv 22, tree 185' from DER, 350' left of centerline, 100' AGL/299' MSL. Trees beginning 103' from DER 95' right of centerline, up to 100' AGL /299' MSL. Rwv 31, trees beginning 372' from DER, 40' left of centerline, up to 100' AGL/378' MSL. Tree 257' from

REDHOOK, NY

SKY PARK

TAKE-OFF MINIMUMS: Rwv 1, 300-1, Rwv 19, 400-2 or std, with a min, climb of 240' per NM to 800.

DEPARTURE PROCEDURE: Rwvs 1.19. climb runway heading to 3000 before proceeding on course.

DER, 441' right of centerline, 100' AGL/299' MSL.

ROBBINSVILLE, NJ

TRENTON-ROBBINSVILLE

TAKE-OFF MINIMUMS: Rwy 29, 300-1 or std. with a min. climb of 280' per NM to 400.

DEPARTURE PROCEDURE: Rwy 29, climb runway heading to 800 before turning right.

ROCHESTER.NY

GREATER ROCHESTER INTL (ROC)

AMDT 6 09015 (FAA) TAKE-OFF MINIMUMS: Rwv 7.300-134 or std. w/min.

climb of 206' per NM to 900 Rwy 10, std w/min_climb of 230' per NM to 900 or 1000-21/2 for climb in visual conditions Rwy 22 400-23% or std w/min climb of 241' per NM to 1100 DEPARTURE PROCEDURE: Rwv 4, climb heading

042° to 1200 before proceeding on course Rwy 10, for climb in visual conditions: cross Greater Rochester Intl. airport at or above 1400 MSL before proceeding on COLIFCA NOTE: Rwv 4, tower 1806' from departure end of runway.

816' right of centerline 60' AGL/611' MSL Tree 2081 from departure end of runway 531' left of centerline 53' AGL/612' MSL. Rwy 7, multiple trees beginning 2732' from departure end of runway, 426' left of centerline, 78' AGL/622' MSL. Flag pole on dome 1.4 NM from

departure end of runway, 1139' right of centerline, 213' AGI /757' MSI Rwv 10, flag pole on dome 1.2 NM from departure end of runway, 1546' left of centerline, 213' AGI /757 MSI Multiple trees 741 from departure end of runway, 355' left of centerline, 83' AGL/617' MSL. Fence 313' from departure end of runway, 407' left of centerline. 18' AGL/552' MSL. Rwy 22. obstruction light on tower 2.2 NM from departure end of runway, 3550' right of centerline, 412' AGL/935' MSL, Tree 3.026' from

departure end of runway, 935' left of centerline, 102' AGL/ 621' MSL. Tree 1997' from departure end of runway, 832' right of centerline, 68' AGL/587' MSL, Rwy 25, tower and multiple poles beginning 1523' from departure end of runway 330' left of centerline 85' AGL/617' MSL Rwy 28, railroad 627' from departure end of runway, 539' right of centerline, 23' AGL/574' MSL, Multiple trees beginning 1188' from departure end of runway 112' right of centerline, 88' AGL/632' MSL. Multiple trees and towers beginning 1540' from departure end of runway 148' left of centerline, 87' AGL/626' MSL.

ROME.NY

GRIFFISS INTL (RME)

ORIG 08185 (FAA)

DEPARTURE PROCEDURE: Rwv 15. climb heading 146° to 1000 before turning left. Rwy 33, climb heading 326° to 1400 before turning right.

NOTE: Rwv 15, trees beginning 2306' from departure end of runway, 405' left of centerline, up to 92' AGL/590' MSL.

SARANAC LAKE, NY

ADIRONDACK RGNL

TAKE-OFF MINIMUMS: Rwy 5, 800-1 or std. with a min. climb of 230' per NM to 2500. Rwy 9, 600-2. Rwy 23, 600-1 or std, with a min, climb of 240' per NM to 2300. DEPARTURE PROCEDURE: Rwys 5,9, climb to 2500 via SLK R-080, then climbing left turn direct SLK VOR so as to cross SLK VOR at 3000 or above before proceeding on course. Rwy 23, climbing right turn to 4000 via heading 250° before proceeding on course.

Rwy 27, climb runway heading to 2300 before proceeding on course.

SARATOGA SPRINGS, NY

SARATOGA COUNTY (5B2) AMDT 3A 09127 (FAA)

TAKE-OFF MINIMUMS: Rwv 32 400-23 or std w/min

climb of 250' per NM to 1000.

DEPARTURE PROCEDURE: Rwv 5. climb heading 025° to 1300 before proceeding on course Rwy 14, climb heading 143° to 1000 before proceeding on course. Rwy 23. climb heading 233° to 1000 before proceeding on course, Rwv 32, climbing left turn to 2200 heading 230° before proceeding on course.

NOTE: Rwv 5, trees beginning 799' from DER, 50' left of centerline up to 84' AGL/503' MSL. Trees beginning 849' from DER, 33' right of centerline, up to 87' AGL/ 507' MSL. Rwy 14, trees beginning 427' from DER. 161' right of centerline up to 100' AGL/529' MSL. Trees beginning 516' from DER 550' left of centerline up to 100' AGL/529' MSL. Rwy 23, trees beginning 196' from DER, 13' right of centerline up to 110' AGL/544' MSL. Trees begining 843' from DER, 34' left of centerline up to 96' AGL/530' MSL. Rwv 32. trees beginning 8497' from DER 579' right of centerline up to 100' AGL /809' MSL.

SCHENECTADY. NY

SCHENECTADY COUNTY

TAKE-OFF MINIMUMS: Rwy 4, 300-1 or std. with a min. climb of 220' per NM to 600. Rwv 28, 1200-2 or std. with a min, climb of 240' per NM to 2000.

NOTE: Rwv 4, 459' trees 80' from departure end of runway, 470' left of centerline.

SENECA FALLS, NY

FINGER LAKES RGNL (0G7)

ORIG 09127 (FAA)

TAKE-OFF MINIMUMS: Rwv 1, 300-2 or std. w/min. climb of 275' per NM to 1000.

NOTE: Rwy 1, trees, vehicle on road and tower beginning 401' from DER, 407' right of centerline, up to 306' AGL/ 756' MSL. Trees and pole beginning 571' from DER, 332' left of centerline, up to 73' AGL/528' MSL. Rwv 19. trees and building beginning 238' from DER, 294' right of centerline, up to 68' AGL/557' MSL. Building, trees, poles, bushes and vehicle on road beginning 189' from DER, 270' left of centerline, up to 57' AGL/556' MSL.

SHIRLEY, NY

BROOKHAVEN

TAKE-OFF MINIMUMS: Rwys 6, 33, NA-Noise

NOTE: Rwy 15, trees beginning 173' from departure end of runway, 376' right of centerline, up to 60' AGL/124' MSL. Trees beginning 40' from departure end of runway, 281' left of centerline, up to 60' AGL/124' MSL. Rwy 24, trees beginning 199' from departure end of runway, 497' left of centerline, up to 60' AGL/148' MSL. Trees beginning 604' from departure end of runway, 597' right of centerline, up to 60' AGL/133' MSL.

SIDNEY, NY

SIDNEY MUNI (N23)

AMDT 4 09071 (FAA)

TAKE-OFF MINIMUMS: Rwv7 std with a min climb of 328' per NM to 2500 or 1600-3 for climb in

visual conditions. Rwv 25. 700-1. DEPARTURE PROCEDURE: Rwv 7. climb heading 071° to 2500 before proceeding on course. for climb in visual conditions: Cross Sidney Muni

airport at or above 2500 MSL before proceeding on course, Rwv 25, climb heading 251° to 2000 before proceeding on course.

NOTE: Rwv 7. trees and vehicle on road beginning

379' from DER, 22' left of centerline, up to 200' AGL/2039 MSL. Trees and terrain beginning 1844 from DER, 17' right of centerline, up to 100' AGL/ 1779' MSL. Rwy 25, trees beginning 867' from DER, 45' left of centerline, up to 100' AGL/1679' MSL. Trees and vehicle on road beginning 57' from DER, 82' right of centerline, up to 100' AGL/1539'

SKANEATELES. NY

SKANFATELES AFRO DROME TAKE-OFF MINIMUMS: Rwvs 10.28, 300-1.

SOMERVILLE, NJ

SOMERSET(SMQ)

AMDT 3 08353 (FAA) TAKE-OFF MINIMUMS: Rwvs 8, 17, 26, 35, NA-

per NM to 1000 or 700-3 w/min, climb of 285' per NM to 1400, or 1100-21/2 for climb in visual conditions, Rwv 30, std. w/min, climb of 500' per NM to 600 or 300-2 or min, climb of 205' per NM to 1600, or 1100-21/2 for climb in visual conditions. DEPARTURE PROCEDURE: Rwv 12. climb heading 122° to 1000 before proceeding on course or for climb in visual conditions cross Somerset Airport at or above 1100 before proceeding on course. Rwy 30, climb heading 302° to 1300 before proceeding on course or for climb in visual conditions cross Somerset Airport at or above 1100 before proceeding on course. NOTE: Rwy 12, trees beginning at departure end of

Environmental, Rwy 12, std, w/min, climb of 400'

runway, 345' left of centerline, up to 100' AGL/219' MSL. Trees beginning 600' from departure end of runway, left to right of centerline, up to 100' AGL/ 219' MSL. Trees beginning 3188' from departure end of runway, left to right of centerline, up to 100' AGL/279' MSL. Rwy 30, trees beginning at departure end of runway, 85' right of centerline, up to 100' AGL/199' MSL. Trees beginning at departure end of runway, 110' left of centerline, up to 99' AGL/199' MSL. Trees beginning 1451' from departure end of runway, left to right of centerline, up to 100' AGL/199' MSL. Trees beginning 2748' from departure end of runway, 1147' left of centerline, up to 100' AGL/259' MSL.

TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

SOUTH BETHLEHEM, NY

SOUTH ALBANY (4B0)

ORIG 09099 (FAA)

TAKE-OFF MINIMUMS: Rwv 1, 300-1% or std. w/ min, climbo f 290' per NM to 600, Rwy 19, std. w/min. climb of 415' per NM to 2000 or 1700-11/2 for climb in visual conditions

DEPARTURE PROCEDURE: Rwv 1, climb heading 008° to 2000 before proceeding on course Rwv 19. climb via heading 188° to 2000 or for climb in visual conditions: cross South Albany airport at or above 1700 before proceeding on course. Do not exceed 180 knots until crossing South Albany airport on

NOTE: Rwv 1, vehicles on road beginning 315' from DER, left to right of centerline, up to 15' AGL/234' MSI Vehicles on road 17' from DER 467' left of centerline, 15' AGL/224' MSL, Trees 523' from DER. 425' right of centerline, up to 100' AGL/299' MSL. Stacks 1.3 NM from DER, 1522' right of centerline. 195' AGL/435' MSL. Rwv 19. trains beginning 23' from DER, left and right of centerline, 23' AGL/318' MSL.

STORMVILLE, NY

STORMVILLE

TAKE-OFF MINIMUMS: Rwy 24, 300-1. Rwy 6,

DEPARTURE PROCEDURE: Rwv 6, climbing left turn direct IGN VOR/DME, cross IGN VOR/DME at or above 2000, Rwy 24, climbing right turn direct IGN VOR/DME, cross IGN VOR/DME at or above 2000.

SUSSEX.NJ

SUSSEX

TAKE-OFF MINIMUMS: Rwv 3, 700-1, Rwv 21, 500-

DEPARTURE PROCEDURE: Rwv 3. climb runwav heading to 1200, then climbing right turn to 3000 direct SAX VORTAC, then climb on course, Rwy 21. climb runway heading to 1500, then climb on course.

SYRACUSE.NY

SYRACUSE HANCOCK INTL

DEPARTURE PROCEDURE: Rwv 10. climb runwav heading to 1500 before turning southbound. Rwv 15, climb runway heading to 2800 before turning southbound, Rwv 28, climb runway heading to 1100 before turning southbound. Rwy 33, climb runway heading to 1000 before turning southbound.

TETERBORO, NJ

TETERBORO (TEB)

ΔMDT6 09267 (ΕΔΔ)

TAKE-OFF MINIMUMS: Rwv 1, 400-21/4 or std. w/min. climb of 294' per NM to 500, Rwy 6, 300-11/2 or std. w/min. climb of 263' per NM to 400. Rwy 19, 600-214 or std. w/min. climb of 352' per NM to 700. DEPARTURE PROCEDURE: Rwys 1,6, climb heading 040°

to 900 before proceeding on course, Rwv 19, climb heading 195° to 900 then climbing right turn via BWZ VORTAC R-104 to 2000 before proceeding on course. Rwv 24, climb heading 240° to 1100 before proceeding on course. NOTE: Rwv 1, vents and trees beginning 195' from DER. 507' left of centerline, up to 73' AGL/82' MSL. Poles and trees beginning 903' from DER, 136' right of centerline, up to 44' AGL/53' MSL. Antenna 5900' from DER, 1519' left of centerline, 155' AGL/224' MSL. Building 1.8 NM from DER, 787' right of centerline, 249' AGL/314' MSL, Rwy 6, sign. poles, buildings, and trees beginning 235' from DER, 10' left of centerline, up to 106' AGL/115' MSL. Building, poles, and trees beginning 335' from DER, 101' right of centerline, up to 92'AGL/101' MSL. Stack 1.2 NM from DER, 654' right of centerline, 230' AGL/240' MSL, Rwy 19,

of centerline, up to 77' AGL/86' MSL. Blast fence, poles, and trees beginning 185' from DER, 117' right of centerline, up to 83' AGL/92' MSL. Tower 1.9 NM from DER, 1621' right of centerline, 500' AGL/510' MSL. Rwy 24, sign and trees beginning 3347' from DER, 535' right of centerline, up to 125' AGL/134' MSL.

vent on building and trees beginning 215' from DER, 1' left

TICONDEROGA, NY

TICONDEROGA MUNI

TAKE-OFF MINIMUMS: Rwy 20, 800-2 or std. with a min. climb of 330' per NM to 1200.

DEPARTURE PROCEDURE: Rwv 2, climb runway heading to 3800 before proceeding on course. Rwv 20. climbing left turn to 2400 via heading 165° before proceeding on course.

TOMS RIVER, NJ

ROBERT J. MILLER AIR PARK

NOTE: Rwv 6, trees beginning 116' from departure end of runway, 2' left of centerline, up to 52' AGL/121' MSL. Trees beginning 333' from departure end of runway, 163' right of centerline, up to 60' AGL/169' MSL, Rwy 24, tree 1338' from departure end of runway, 730' right of centerline, 31' AGL/120'MSL.

TRENTON, NJ

TRENTON MERCER

TAKE-OFF MINIMUMS: Rwy 16, 300-1.

DEPARTURE PROCEDURE: Rwv 6, climb runway heading to 750 before turning east. Rwy 24, climb runway heading to 400 before turning.

$\overline{f V}$ TAKE-OFFMINIMUMSAND (OBSTACLE) DEPARTURE PROCEDURES

VINCENTOWN, NJ RED LION (N73)

AMDT 1 09071 (FAA)

NOTE: Rwv 5, trees 1095' from DER 90' left of

centerline, 100' AGL/149' MSL. Trees 1816' from

DER, 864' right of centerline, 100' AGL/159' MSL.

Trees 2242' from DER 41' right of centerline 100'

AGL/159' MSL. Rwy 23, trees 24' from DER. 373' right of centerline, 100' AGL /150' MSL. Trees 178' from DER, 185' right of centerline, 100' AGL/159'

MSL, Trees 85' from DER, 139' right of centerline. 100'AGL/150'MSL

VINELAND, NJ

KROELINGER

TAKE-OFF MINIMUMS: Rwvs 10.28.300-1.

WATERTOWN, NY

WATERTOWN INTL (ART)

ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: Rwv 10. 300-11/2 or std. w/ min, climb of 229' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200 VNM

climb gradient, takeoff must occur no later than 1900' prior to departure end of runway. DEPARTURE PROCEDURE: Rwv 10, climb heading

090° to 800 before turning right. NOTE: Rwy 7, vehicle on road and trees beginning

538' from departure end of runway, 407' left of centerline, up to 61' AGL/380' MSL. Trees 1366' from departure end of runway, 32' left of centerline, 46' AGL/375' MSL. Trees beginning 785' from departure end of runway, 494' right of centerline, up to 57' AGL/ 386' MSL. Trees beginning 1787' from departure end of runway, 98' right of centerline, up to 70' AGL/399' MSL. Rwy 10, bushes and trees beginning 127' from departure end of runway, 124' right of centerline, up to 46' AGL/388' MSL. Trees 7050' from departure end of runway, 1750' right of centerline, 70' AGL/529' MSL. Rwy 28, trees beginning 784' from departure

end of runway, 124' left of centerline, up to 61' AGL/ 360' MSL. Trees beginning 920' from departure end of runway, 220' right of centerline, up to 87' AGL/386' MSI

WEEDSPORT.NY

WHITFORDS

TAKE-OFF MINIMUMS: Rwys 1, 10, 19, 28, 300-1.

WELLSVILLE, NY

WELLSVILLE MUNI AIRPORT.

TARANTINE FIELD

DEPARTURE PROCEDURE: Rwvs 10.28. climb runway heading to 2500 before proceeding on course.

WEST MILFORD, NJ

GREENWOOD LAKE

TAKE-OFF MINIMUMS: Rwy 24, 400-2 or std. with a min, climb of 280' per NM to 1300.

DEPARTURE PROCEDURE: Rwvs 6, 24, climb

runway heading to 1400 before proceeding on course.

WESTHAMPTON BEACH, NY

FRANCIS S GABRESKI

TAKE-OFF MINIMUMS: Rwv 6, 300-1 or std. with a min_climb of 220' per NM to 300

WHEELER-SACK AAF (KGTB)

FORT DRUM NY AMDT 5

Rwv 15 Standard with minimum climb of 250 ft/NM to

Rwy 21. Standard with minimum climb of 250 ft/NM to

DEPARTURE PROCEDURE: Rwv 26. Climb hda 263° to 1400 before turning left.

TAKE-OFF OBSTACLES: Rwv 3: Trees 100' AGL/ 759' MSL, 2467' from DER, 896' left of centerline.

Rwv 8: Trees 62' AGI /747' MSI 441' from DER 524' right of centerline Trees 62' AGL /747' MSL 1887' from DER, 125' right of centerline, Fenceline 11' AGI /696' MSI 314' from DER 367' right of centerline, Rwv 15: Trees 60' AGL/747' MSL, 1402' from DER 535' left of centerline Rwy 26: Trees

42' AGL/717' MSL, 1293' from DER, 614' right of centerline, Trees 13' AGL/688' MSL, 186' from DER 463' right of centerline Rwv 33: Trees 47' AGL/710' MSL, 1224' from DER, 609' right of centerline

WHITE PLAINS, NY

WESTCHESTER COUNTY (HPN) AMDT 6 08213 (FAA)

TAKE-OFF MINIMUMS: Rwv 29, 200-1% or std. w/ min, climb of 230' per NM to 700, or alternatively. with standard takeoff minimums and normal 2001/ NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway. NOTE: Rwy 11, trees beginning 170' from departure

end of runway, left and right of centerline, up to 96' AGL/526' MSL, Terrain 140' from departure end of runway, 248' left of centerline, 0' AGL/392' MSL. Rwv 16. windsock and trees beginning 309' from departure end of runway, 187' left of centerline, up to 101' AGL/510' MSL. Trees beginning 1005' from

departure end of runway, 90' right of centerline, up to 127' AGL/436' MSL. Poles 3433' from departure end of runway, 604' left of centerline, up to 105' AGL/510' MSL. Terrian 273' from departure end of runway, 515' left of centerline, 0' AGL/387' MSL. Rwv 34, windsock 167' from departure end of

runway, 282' right of centerline, 26' AGL/456' MSL. Trees 612' from departure end of runway, 560' left of centerline, up to 81' AGL/491' MSL. Trees beginning 2011' from departure end of runway, 751' right of centerline, up to 104' AGL/504' MSL.

Obstuction light on DME 605' from departure end of runway, 263' right of centerline, 20' AGL/454' MSL. Rwy 29, trees beginning 6' from departure end of runway, 14' right of centerline, up to 103'

AGL/593' MSL. Pole and trees beginning 425' from departure end of runway, 228' left of centerline, up to 108' AGL/488' MSL. Tank 1.19 NM from departure end of runway, 751' right of centerline,

86' AGL/599' MSL. Pole 212' from departure end of runway, 485' right of centerline, 23' AGL/417' MSL.



WILDWOOD, NJ

CAPE MAY COUNTY

TAKE-OFF MINIMUMS: Rwv 10, 300-2 or std. with a min, climb of 260' per NM to 500. DEPARTURE PROCEDURE: Rwv 19 climb heading

190° to 700 before turning left.

NOTE: Rwv 1, multiple trees beginning 212' from departure end of runway 187' left of centerline, up to 72' AGL/86' MSL. Multiple trees beginning 169' from departure end of runway 314' right of centerline up to 42' AGL/59' MSL. Road 197' from departure end of runway 240' right of centerline, 15' AGL/30' MSL. Road 265' from departure end of runway on runway centerline, 15' AGL/29' MSL, Rwv 10, multiple trees beginning 42' from departure end of runway 262' left of centerline, up to 60' AGL/77' MSL. Multiple trees beginning 1004' from departure end of runway, 441' left of centerline, up to 77' AGL/94' MSL, Tower 1.52 NM from departure end of runway, 643' left of centerline 309' AGI /84' MSI Rwv 19, multiple trees beginning 669' from departure end of runway, 397' left

of centerline, up to 73' AGL/90' MSL. Multiple trees beginning 1010' from departure end of runway 46' right of centerline, up to 62' AGL/90' MSL. Fence 80' from departure end of runway, 507' right of centerline. 18' AGL/30' MSL. Rwy 28, multiple trees beginning 74' from departure end of runway, 460' left of centerline up to 70' AGL/84' MSL Multiple trees beginning 1235' from departure end of runway, 496' right of centerline, up to 74' AGL/88' MSL.

WILLIAMSON/SODUS. NY

WILLIAMSON-SODUS (SDC)

AMDT 1 08213 (FAA)

AGL/450' MSL.

TAKE-OFF MINIMUMS: Rwy 10, 300-2 or std. w/min. climb of 427' per NM to 700.

NOTE: Rwv 10, trees beginning 26' from departure end of runway, 296' right of centerline, up to 76' AGL/ 625' MSL. Trees beginning 257' from departure end of runway, 310' left of centerline, up to 56' AGL/655' MSL. Vehicles on roadway, 339' from departure end of runway, 377' right of centerline, 15' AGL/451' MSL. Pole 360' from departure end of runway, 122' left of centerline, 29' AGL/448' MSL, Pole 362' from departure end of runway, 85' right of centerline, 31' AGL/450' MSL, Silo 409' from departure end of runway, 466' left of centerline, 40' AGL/459' MSL. Antenna 1.5 NM from departure end of runway, 662' left of centerline, 100' AGL/659' MSL, Antenna 1.6 NM from departure end of runway, 400' left of centerline, 106' AGL/715' MSL. Rwy 28, trees beginning abeam departure end of runway, 188' left of centerline, up to 110' AGL/549' MSL, Trees beginning 72' from departure end of runway, 266' right of centerline, up to 93' AGL/522' MSL. Building 204' from departure end of runway, 271' right of centerline, 12' AGL/441' MSL. Fence 312' from departure end of runway, 59' left of centerline, 6' AGL/ 435' MSL. Pole 338' from departure end of runway, 271'left of centerline, 32' AGL/461' MSL. Vehicles on roadway 357' from departure end of runway, 382' left of centerline, 15' AGL/460' MSL. Building 497' from departure end of runway, 339' left of centerline, 21'

WOODBINE, NJ

WOODBINE MUNI (OBI)

AMDT 2 09239 (FAA)

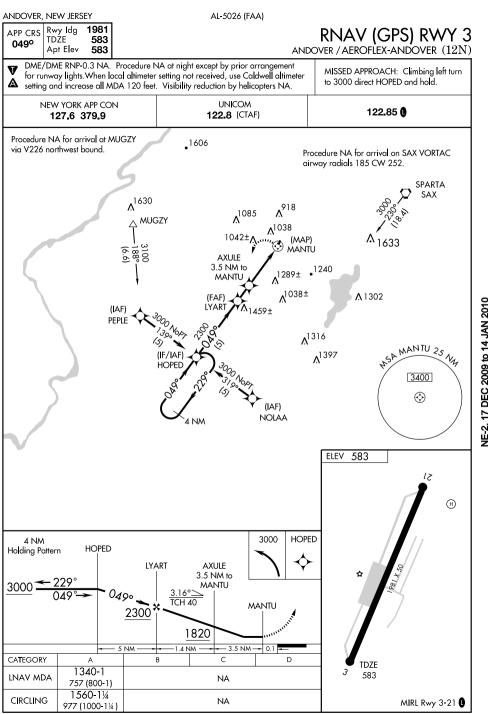
NOTE: Rwv 1, trees beginning 182' from DER 284' left of centerline up to 100' AGL/134' MSL. Trees beginning 38' from DER, 290' right of centerline up to 100'AGL/144'MSL Train 387'from DER 596'left of centerline up to 23 'AGL/57' MSL. Rwv 13, trees beginning 4' from DER 277' left of centerline up to 100' AGL/134' MSL. Trees beginning 2395' from DER, 865' right of centerline up to 100' AGI/134' MSL, Rwv 19, trees beginning 4' from DER, 284' left of centerline up to 100' AGL/129' MSL. Trees beginning 178' from DER, 212' right of centerline up to 100' AGL/124' MSL. Rwy 31, trees beginning 261' from DER, 529' right of centerline up to 100' AGL/144' MSL, Trees beginning 107' from DER, 288' left of centerline up to 100' AGL/144' MSL. Railroad 900' from DER left to right 23' AGL/63' MSL.

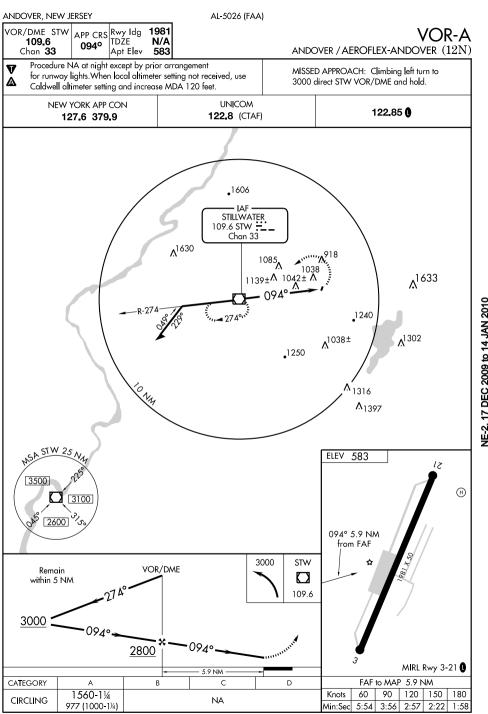
WURTSBORO, NY

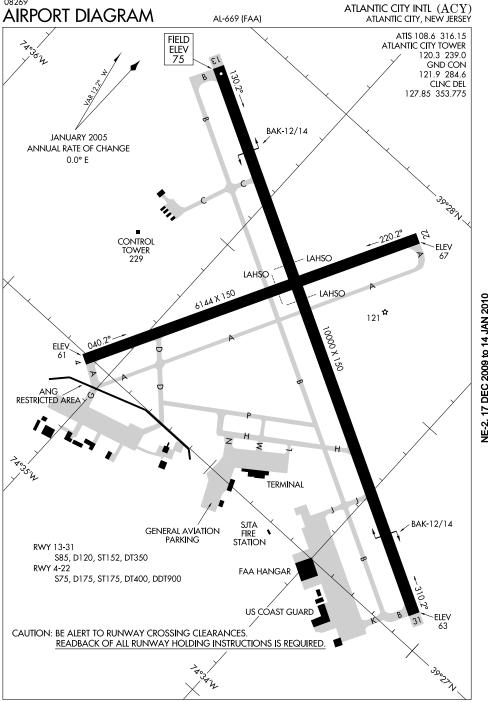
WURTSBORO-SULLIVAN COUNTY

TAKE-OFF MINIMUMS: Rwvs 5.9.14.18.27.32.36. NAobstacles. Rwy 23, std. with a min. climb of 388' per NM to 2100. DEPARTURE PROCEDURE: Rwv 23, climb via

heading 228° to 2100 before proceeding on course. NOTE: Rwv 23. numerous trees 6594' from departure end of runway, 2150' right of centerline, 100' AGL/793' MSL to 100' AGL/957' MSL.

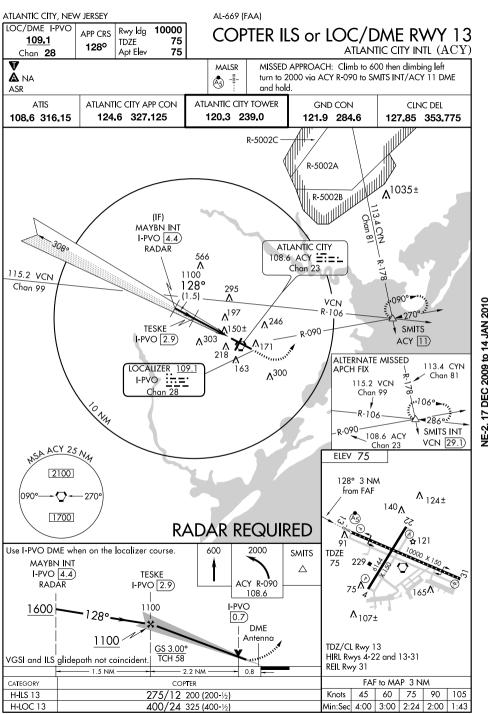




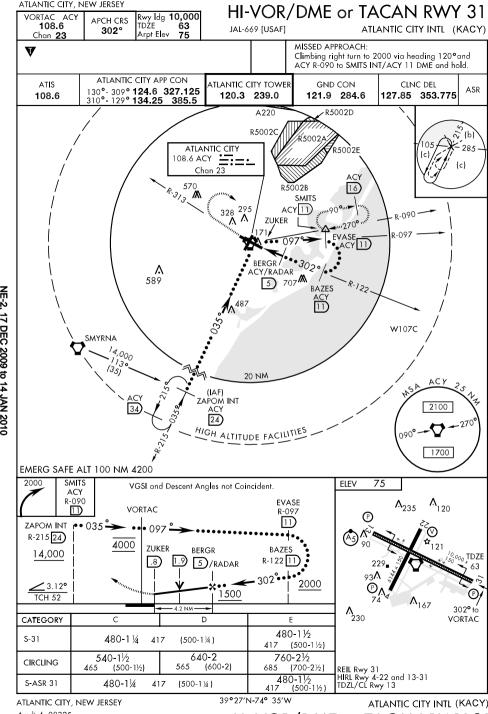


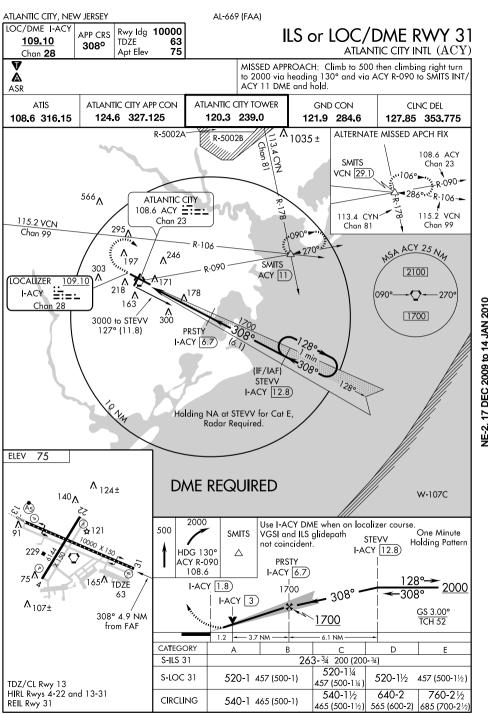
(ACY1.ACY) 08213 SL-669 (FAA) ATLANTIC CITY INTL (ACY) ATLANTIC CITY ONE DEPARTURE ATLANTIC CITY, NEW JERSEÝ ATIS 108.6 316.15 CLNC DEL COLTS NECK ROBBINSVILLE 113.8 RBV ::: 115.4 COL Chan 101 127.85 353.775 GND CON Chan 85 121.9 284.6 N40°18.70-W74°09.59′ N40°12.14′-W74°29.70′ ATLANTIC CITY TOWER I-34. H-10-12 L-34. H-10-12 120.3 239.0 DIXIE N40°05.93' W74°09.78′ CAMRN △ L-34 N40°01.04' W73°51.66′ L-34 COYLE ZIGGI 113.4 CYN =:=: WOODSTOWN N40°03.12' Chan 81 W74°00.82 112.8 OOD **= = =** N39°49.04-W74°25.90′ L-34 Chan 75 L-34. H-10-12 N39°38.16′-W75°18.18′ MANTA L-34. H-10-12 N39°54.12' W73°32.53′ CEDAR LAKE L-34, H-10-12 115.2 VCN ::=• Chan 99 R-5002 **PANZE** N39°32.26-W74°58.03′ N39°40.56' L-34. H-10-12 W74°10.09′ L-34, H-10-12 DUPONT 114.0 DQO **==--**Chan 87 N39°40.69′-W75°36.43′ N39°27.35′-W74°34.58′ ACY NORTH L-34. H-10-12 L-34, H-10-12 DEP CON **LEEAH** 134.25 385.5 △ N39°15.65′-W74°57.18′ WATERLOO 112.6 ATR :=. L-34 Chan 73 N38°48.59′-W75°12.68′ SEA ISLE 114.8 SIE ::: L-34-36, H-10-12 Chan 95 N39°05.73′-W74°48.02′ **SMYRNA** 111.4 ENO :---L-34. H-10-12 SALISBURY Chan 51 N39°13.90′-W75°30.96′ ACY SOUTH L-34. H-10-12 N38°20.70′-W75°30.64′ DEP CON L-34-36, H-10-12 124.6 263.6 NOTE: Chart not to scale. DEPARTURE ROUTE DESCRIPTION Fly runway heading or as assigned for radar vectors to filed/assigned route or dépicted fix, maintain 2,000' or assigned altitude. Expect clearance to filed altitude ten minutes after departure. SPECIAL INSTRUCTIONS: For appropriate departure control frequency, see graphic. Use frequency depicted within sector where your first NAVAID/FIX/Route is located or as assigned.

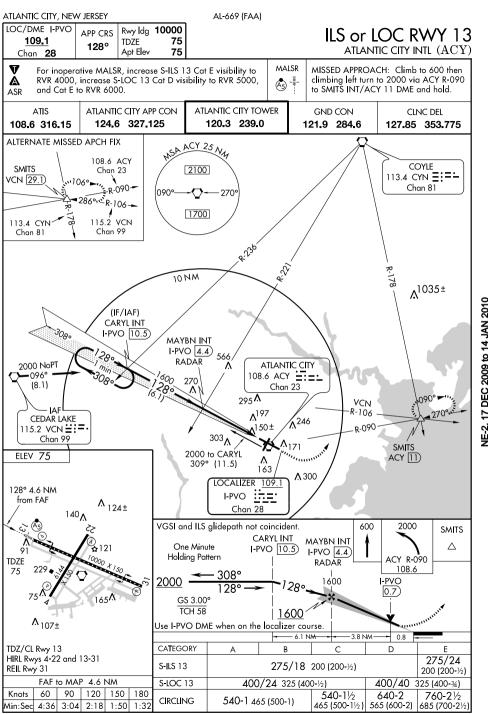
VE-2, 17 DEC 2009 to 14 JAN 2010

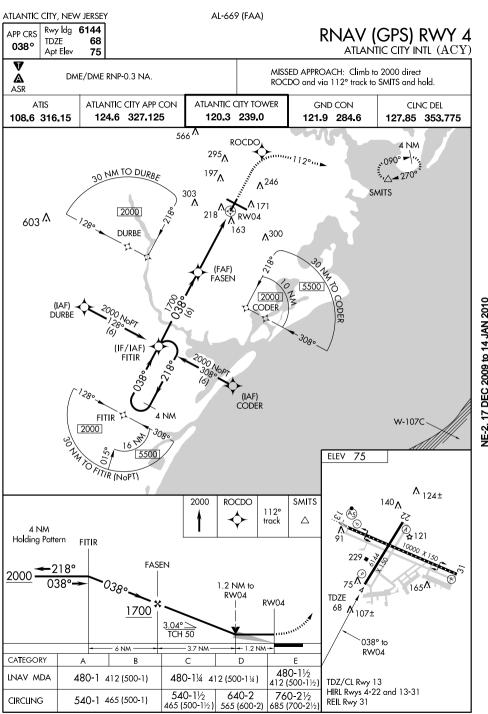


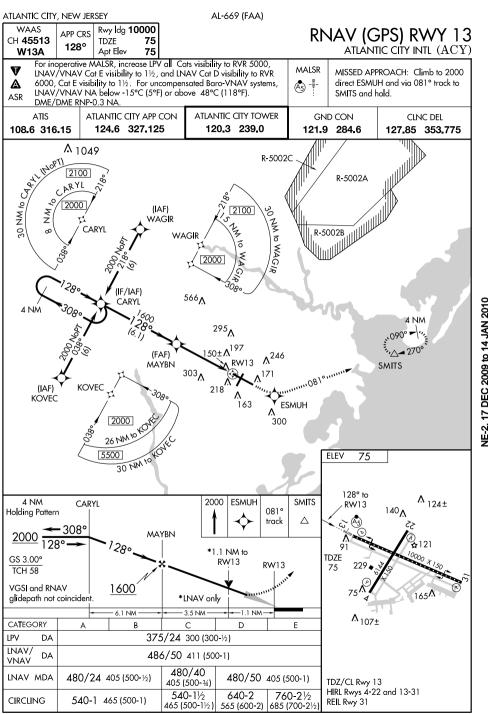
ATLANTIC CITY, NEW JERSEY HI-ILS or LOC RWY 13 LOC/DME J-PVO 10,000 Rwy Idg APCH CRS TDŹE 109.1 75 JAL-669 [USAF] ATLANTIC CITY INTL (KACY) 128° Arpt Elev Chan 28 75 MISSED APPROACH: Climb to 600 then climbing left turn to 2000 via When ALS inop, increase RVR to 40 and vis to ¾ mile. MALSR ACY R-090 to SMITS INT/ACY 11 DME and hold; or when directed by ATC, climb to 600 then climbing left turn to 2000 via heading 076° and VCN R-106 to SMITS INT/VCN 29.1 DME and hold E, RT, hdg 286° inbound. When ALS inop, increase RVR to 50 and vis to 1 mile. ATLANTIC CITY APP CON ATLANTIC CITY TOWER ATIS GND CON CLNC DEL ASR 130° 309° 124.6 327.125 108.6 120.3 239.0 121.9 284.6 127.85 353.775 310° 129° **134.25** 385.5 *** When ALS inop, increase CAT D RVR to 60 and vis to R5002D 11/4 miles, CAT E vis to 11/2 miles. A220 285 R50020 DME or RADAR WEROL (c) **REQUIRED** 13 R-309 570 16 R5002B 3₀₈° 27 JOGIR I-PVO 12 MAYBN VCN R-106 I-PVO CEDAR LAKE 115.2 VCN :=== 4.5 29.1 Chan 99 /RADAR 589 456 ATLANTIC CITY 108.6 ACY Chan 23 LOCALIZER 109.1 I-PVO :==== Chan 28 **SMYRNA** 14,000 ACY (35) 20 NM (IAF) 2100 APOM INT ACY 34 24) 1700 HIGH ALTITUDE FACILITIES EMERG SAFE ALT 100 NM 4200 600 **ELEV** 75 SMITS WEROL Use I-PVO DME when on the LOC course 120 128°4.5 NM ACY R-337 50 ACY ACY from FAF ۸ m VORTAC R-090 13) ^{SS} 337° - 035 ZAPOM INT R-215 MAYBN JOGIR I-PVO 4.5 4000 ACY 24) 90 I PVO 12) /RADAR I-PVO TD7F 14,000 1289 75 229 2000 VGSI and ILS glidepath GS 3.00° 931 not coincident 1600 TCH 58 ® 4 5 NA 74 230 CATEGORY D Ε ۸ S-ILS 13 275/18 (200-1/2) 200 275/24 200 (200-1/2 REIL Rwy 31 HIRL Rwy 4-22 and 13-31 TDZL/CL Rwy 13 400/24 325 (400-1/2) S-LOC 13** 400/40 (400-34) 325 540-11/2 640-2 760-2 1/2 CIRCLING FAF to MAP 4.5 NM 465 (500-11/2) 565 (600-2)(700-21/2) 685 120 160 180 Knots 140 200 * * * 480/40 480/50 405 (500-1)S-ASR 13 1:30 1:21 405 (500-34) Min:Sec 2:15 1:56 1:41 39°27′N-74° 35′W ATLANTIC CITY, NEW JERSEY ATLANTIC CITY INTL (KACY) 1 m dt 11 00040

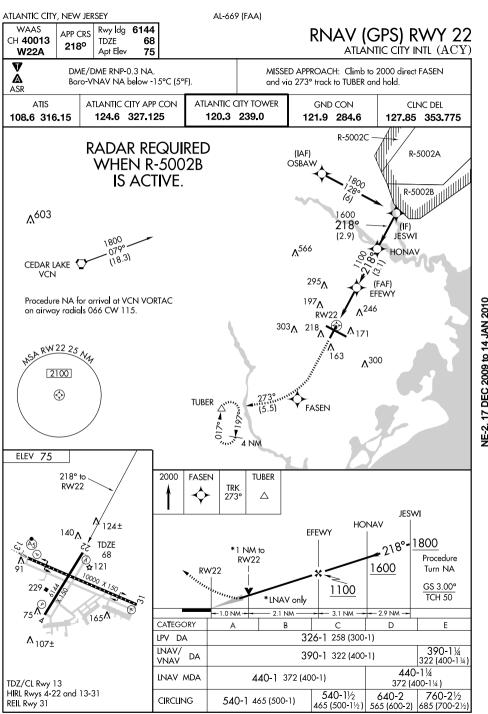


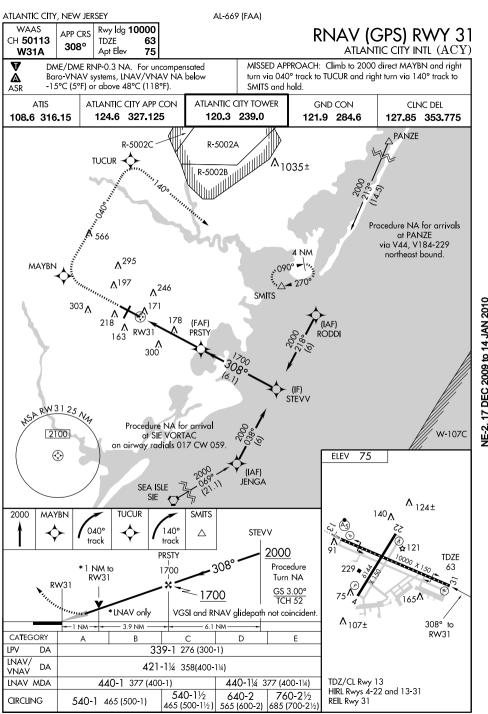


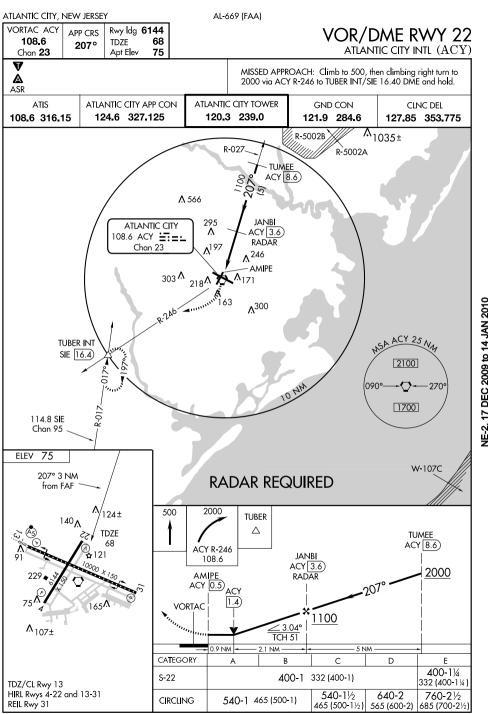


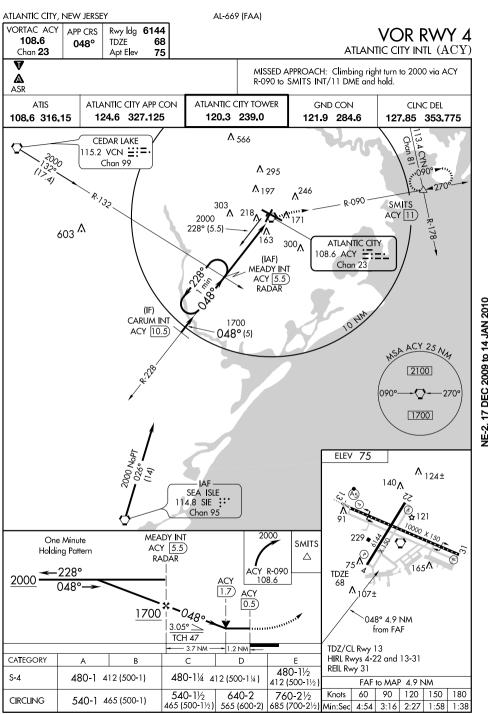


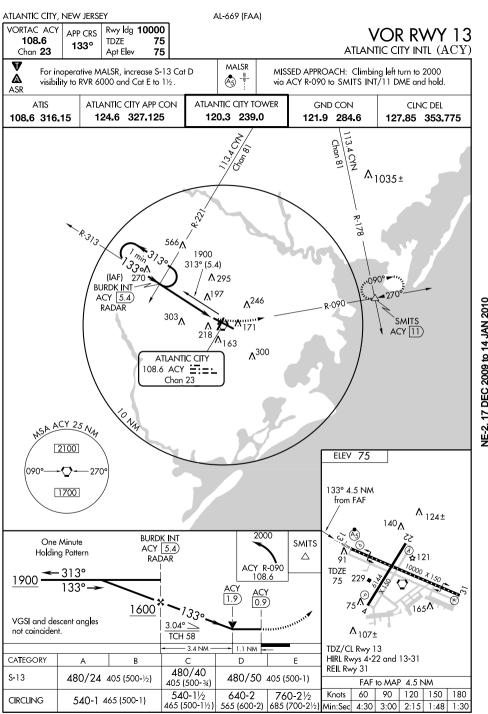


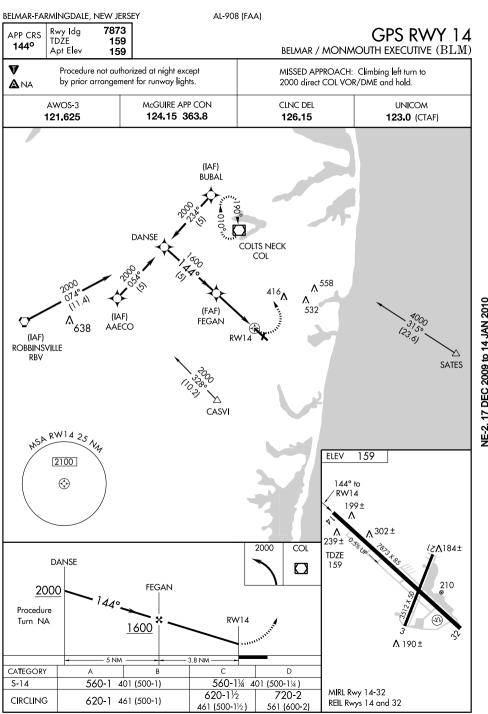










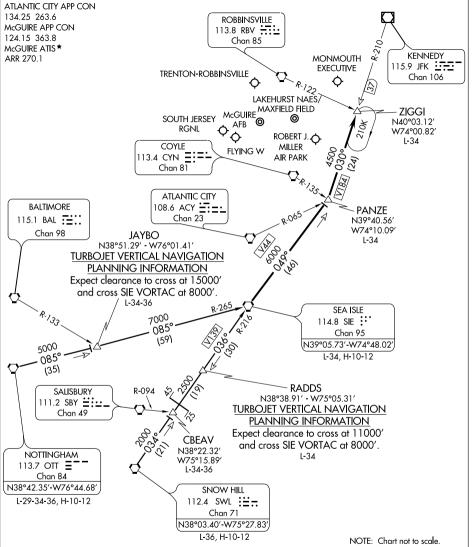


(SIE.SIE4) 08101 SEA ISLE FOUR ARRIVAL

ST-5623 (FAA)

TOMS RIVER, NEW JERSEY

VE-2, 17 DEC 2009 to 14 JAN 2010

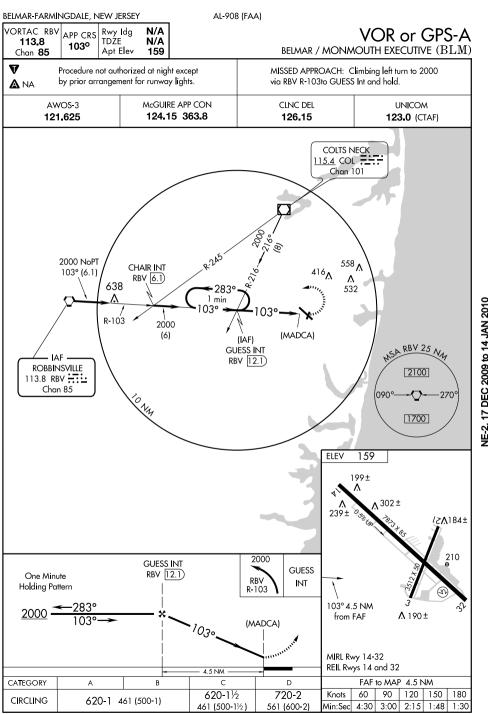


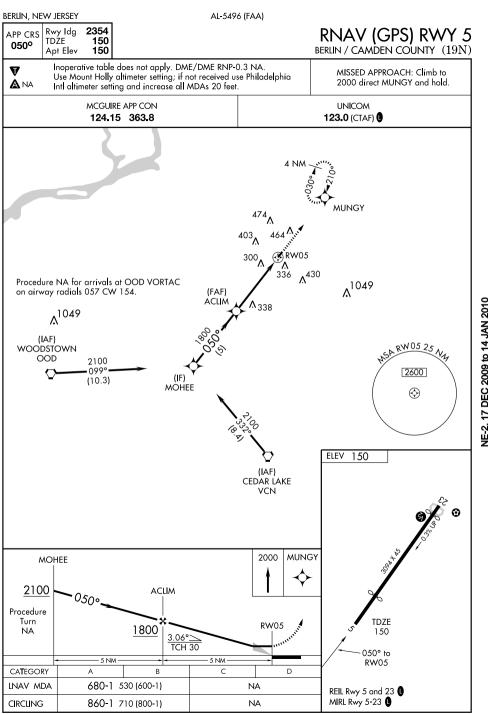
NOTTINGHAM TRANSITION (OTT.SIE4): From over OTT VORTAC via OTT

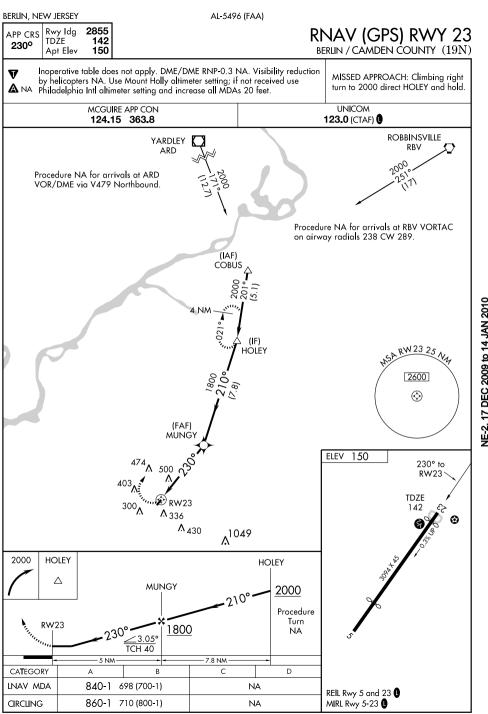
R-085 and SIE R-265 to SIE VORTAC. Thence. . . .

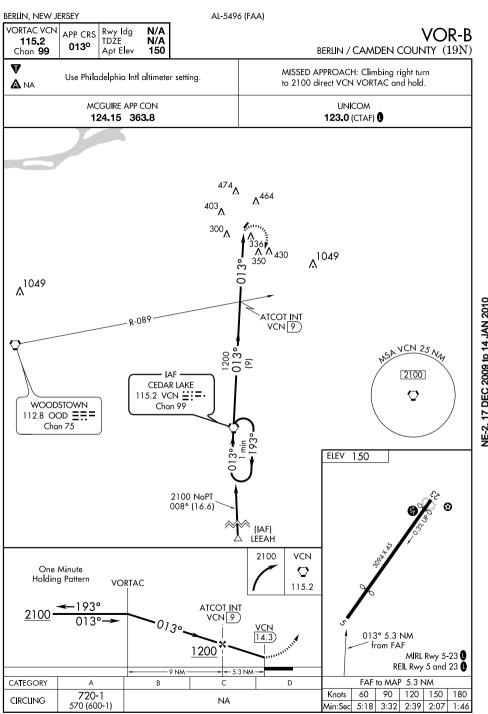
SNOW HILL TRANSITION (SWL.SIE4): From over SWL VORTAC via SWL R-034 and SIE R-216 to SIE VORTAC. Thence. . . .

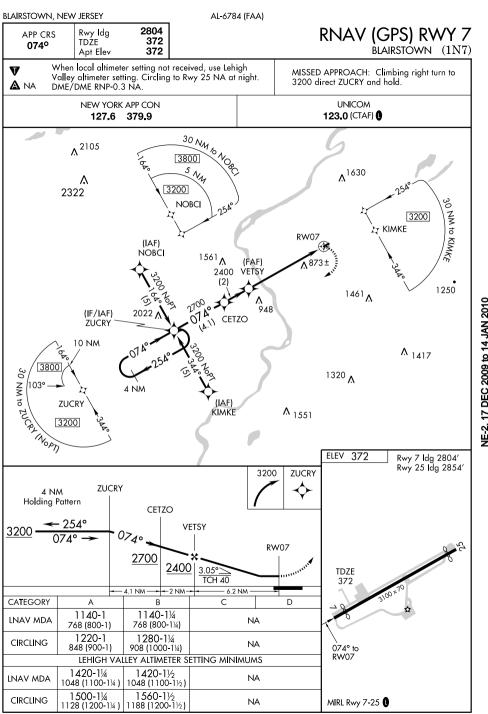
. . . . From over SIE VORTAC via SIE R-049 to PANZE INT. Then via JFK R-210 to ZIGGI INT. Expect radar vectors to final approach course.

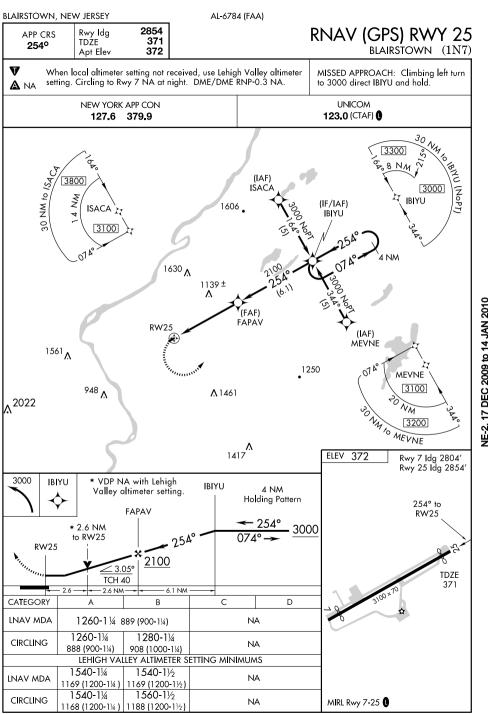


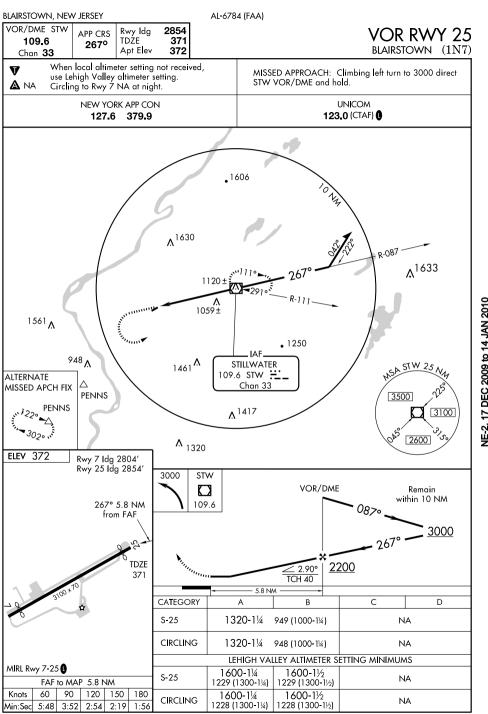


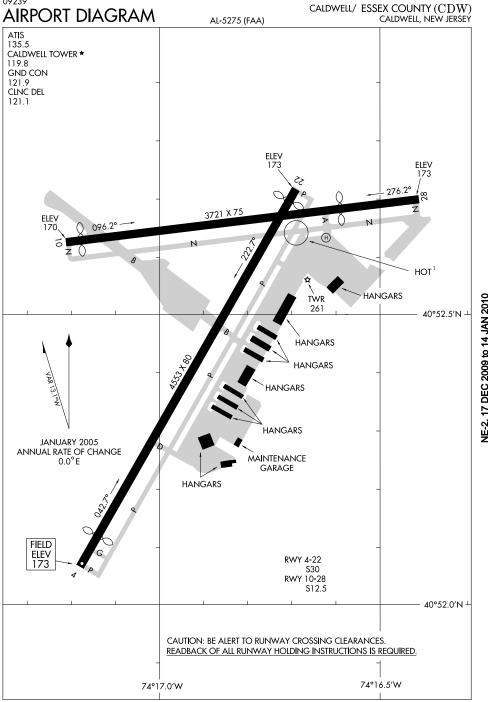


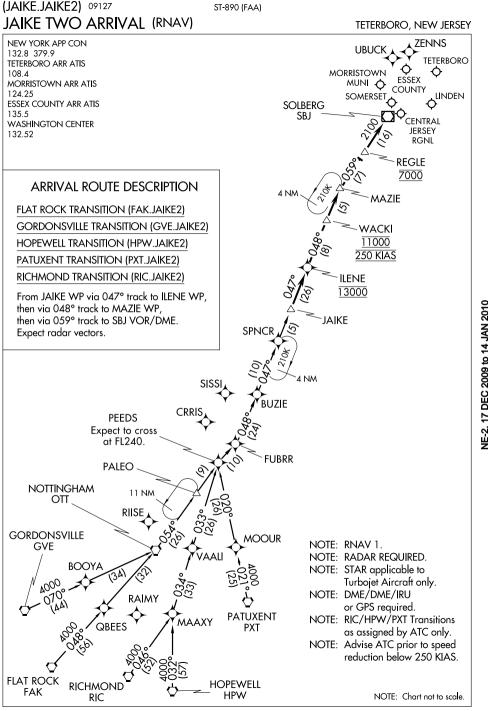


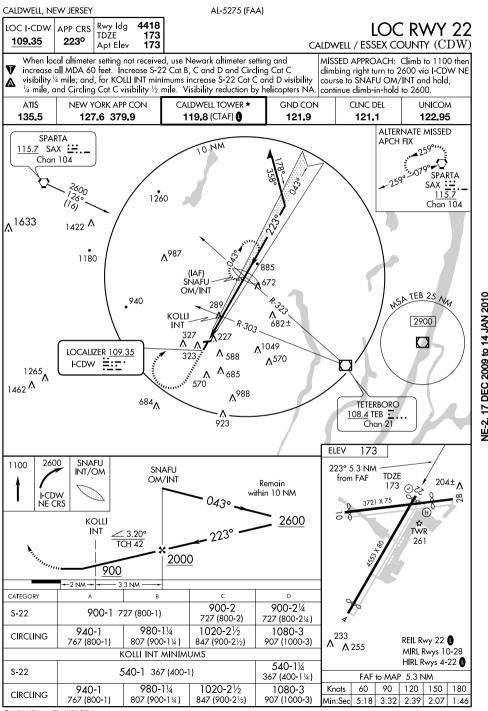


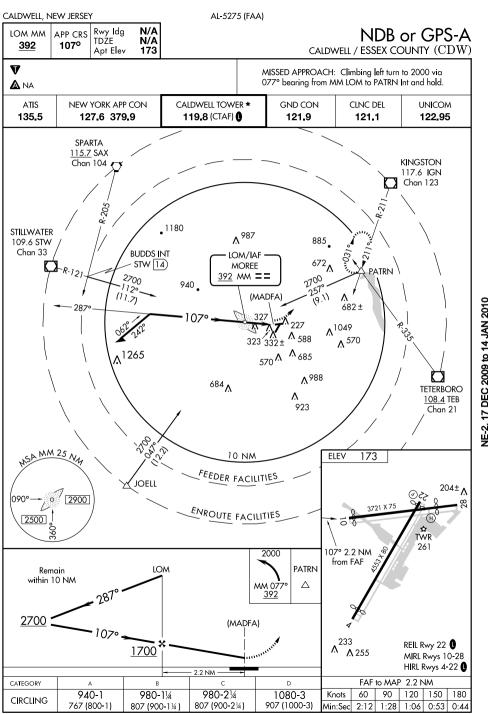


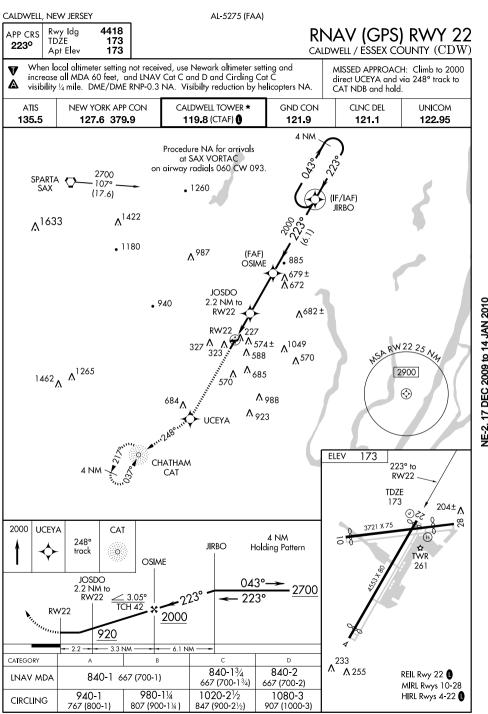


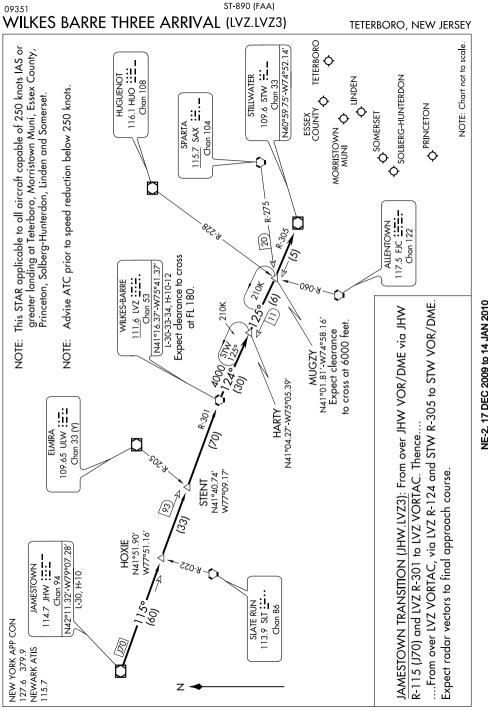


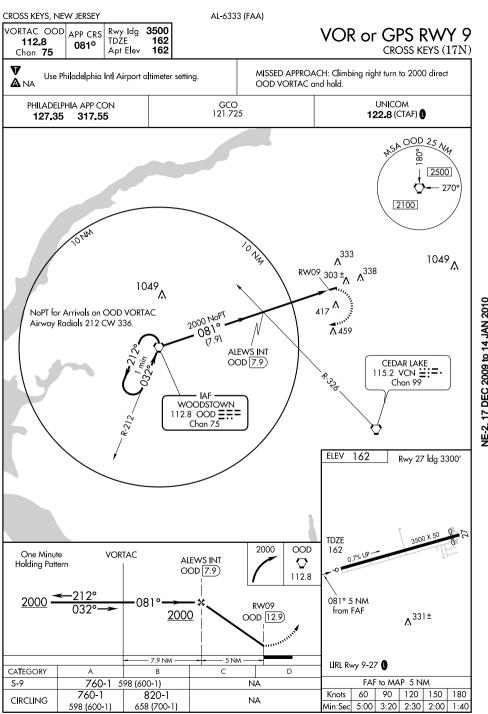


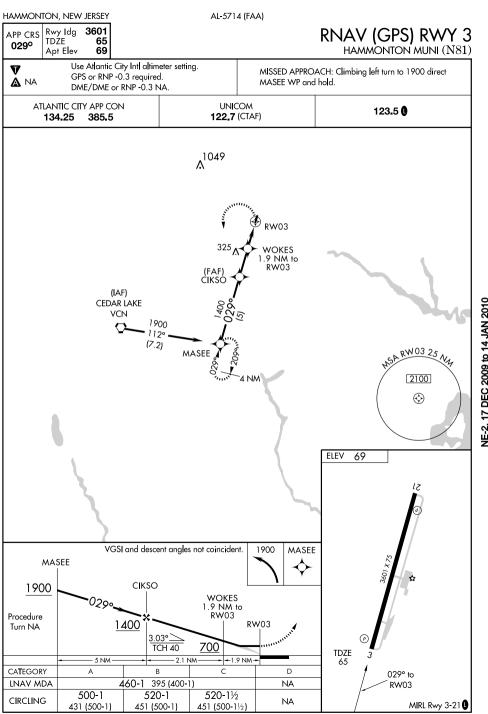


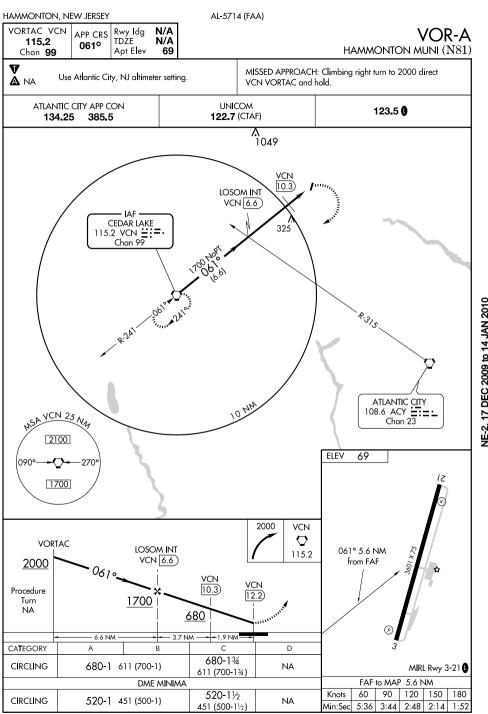


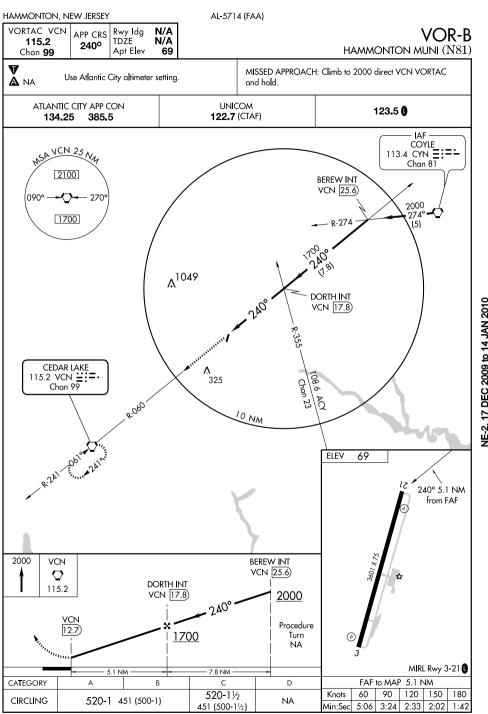


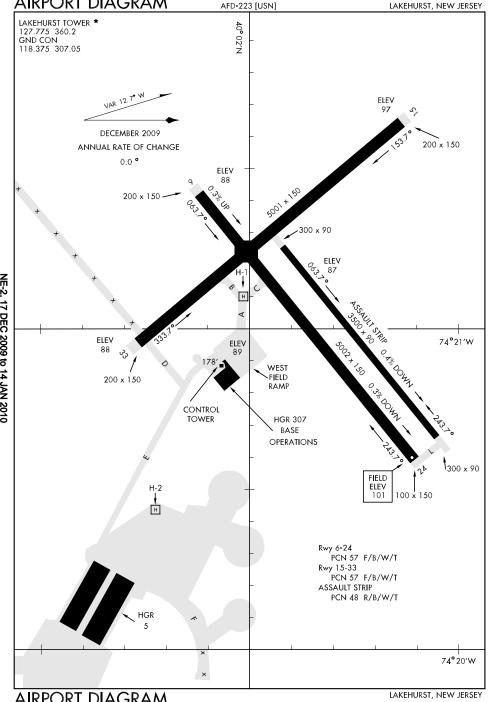


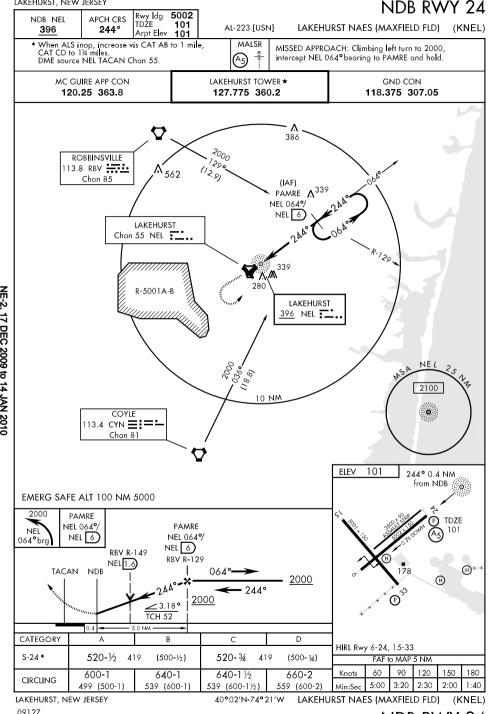


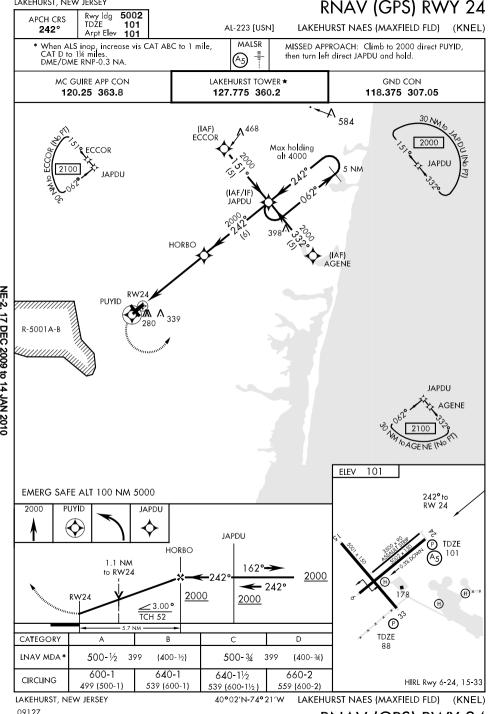


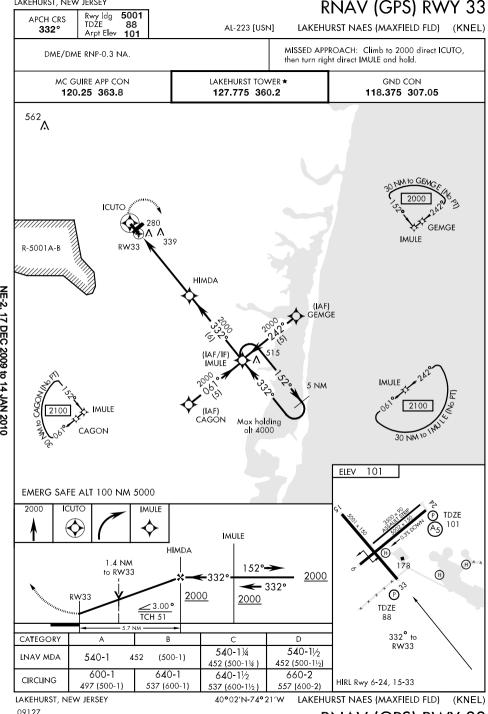










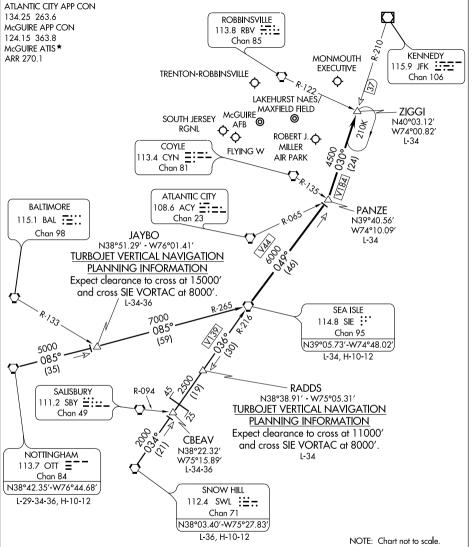


(SIE.SIE4) 08101 SEA ISLE FOUR ARRIVAL

ST-5623 (FAA)

TOMS RIVER, NEW JERSEY

VE-2, 17 DEC 2009 to 14 JAN 2010

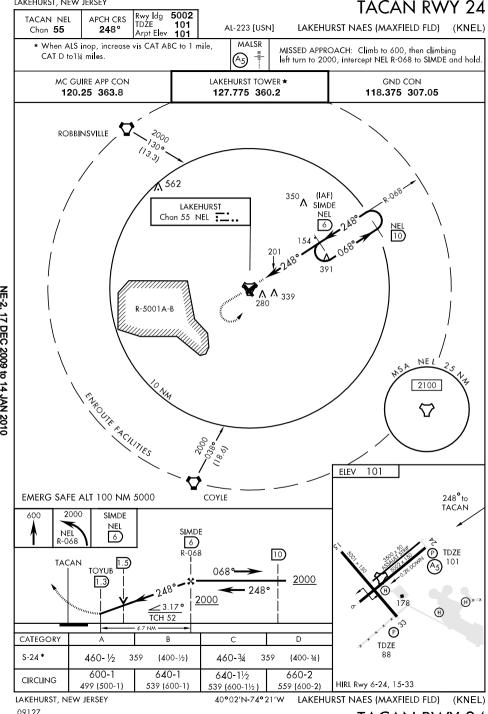


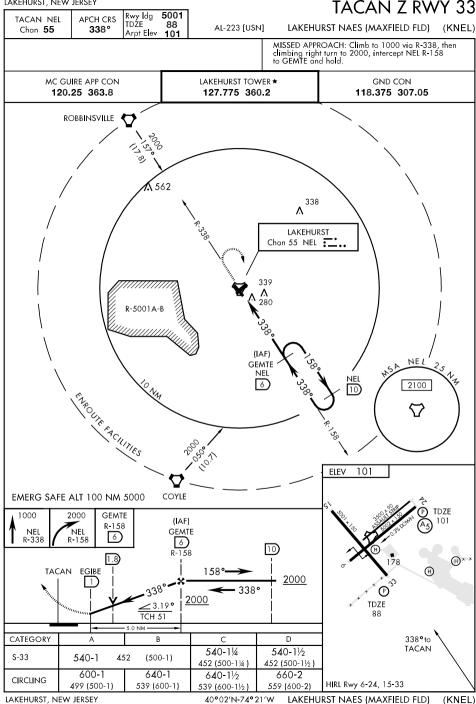
NOTTINGHAM TRANSITION (OTT.SIE4): From over OTT VORTAC via OTT

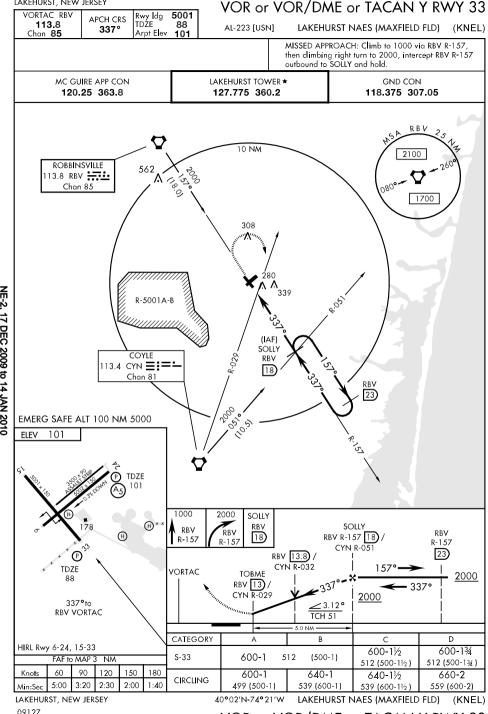
R-085 and SIE R-265 to SIE VORTAC. Thence. . . .

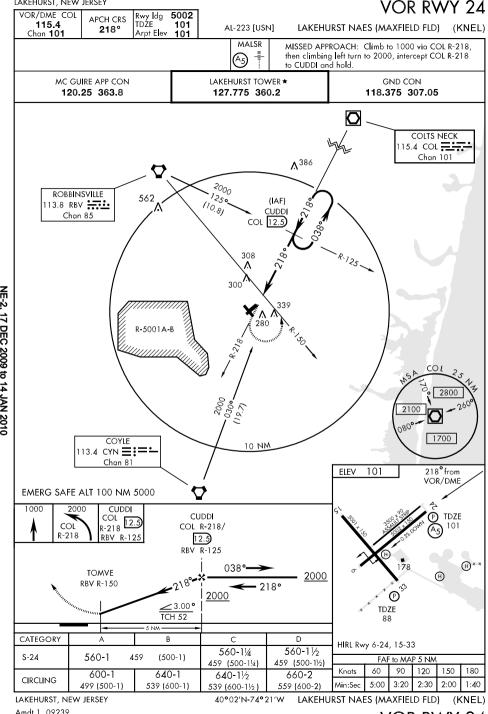
SNOW HILL TRANSITION (SWL.SIE4): From over SWL VORTAC via SWL R-034 and SIE R-216 to SIE VORTAC. Thence. . . .

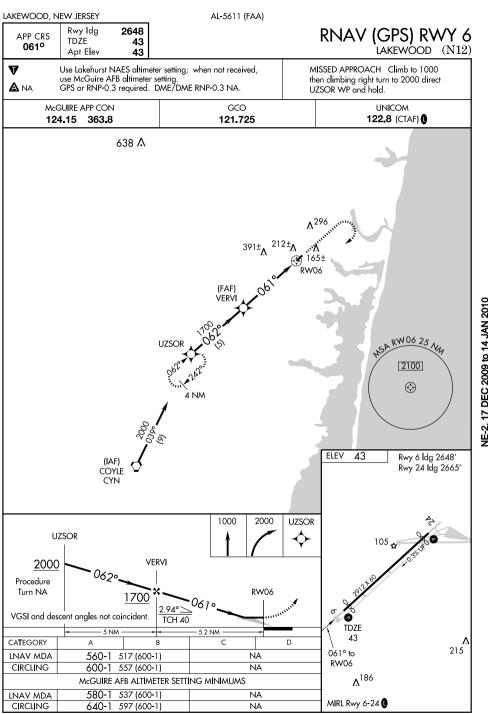
. . . . From over SIE VORTAC via SIE R-049 to PANZE INT. Then via JFK R-210 to ZIGGI INT. Expect radar vectors to final approach course.

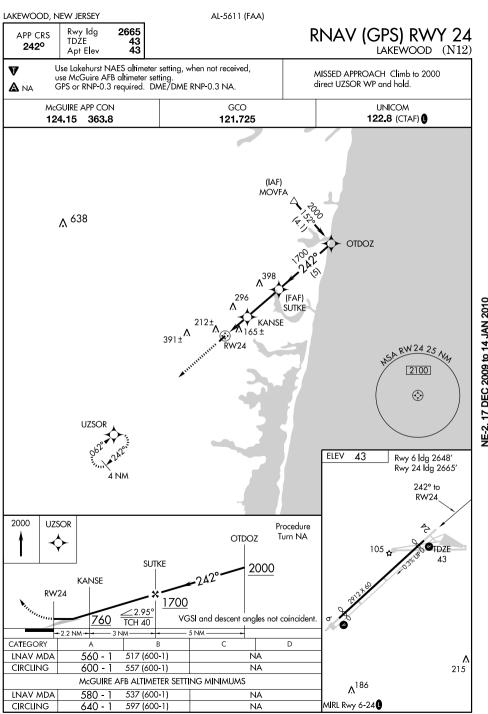


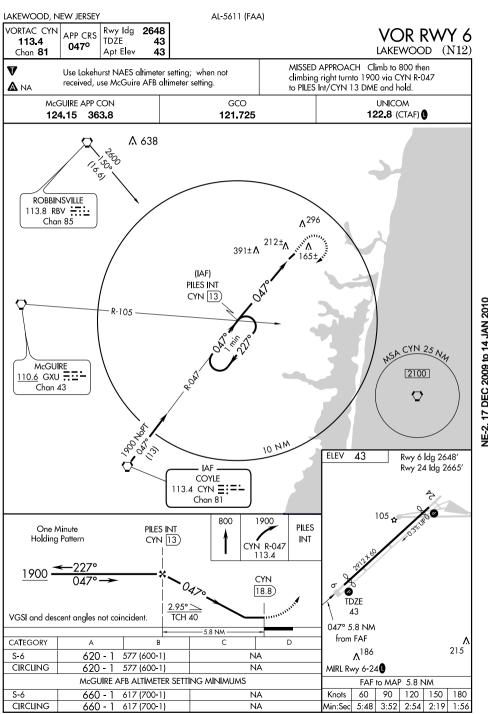


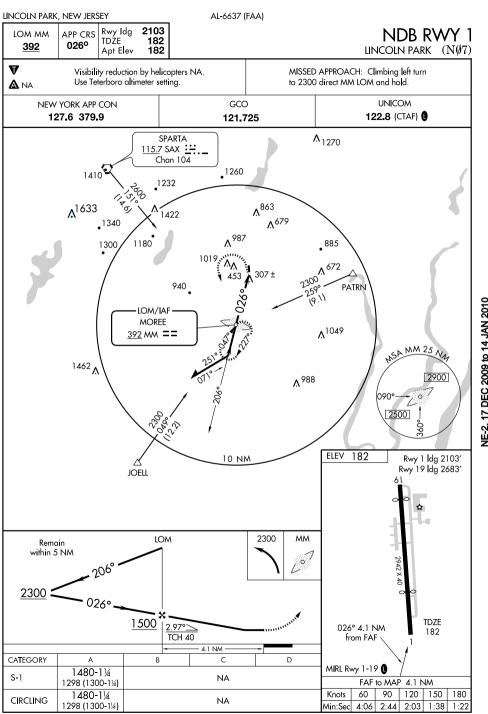


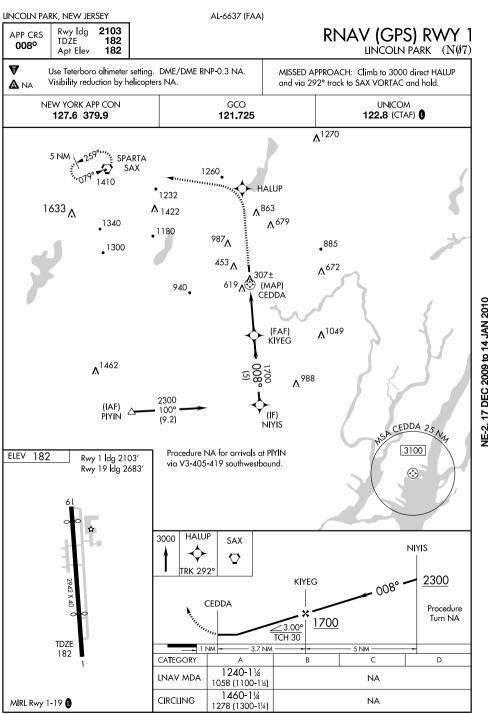


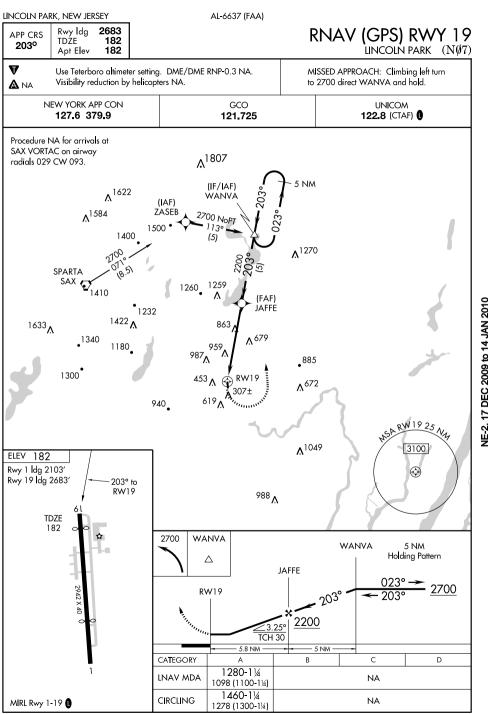


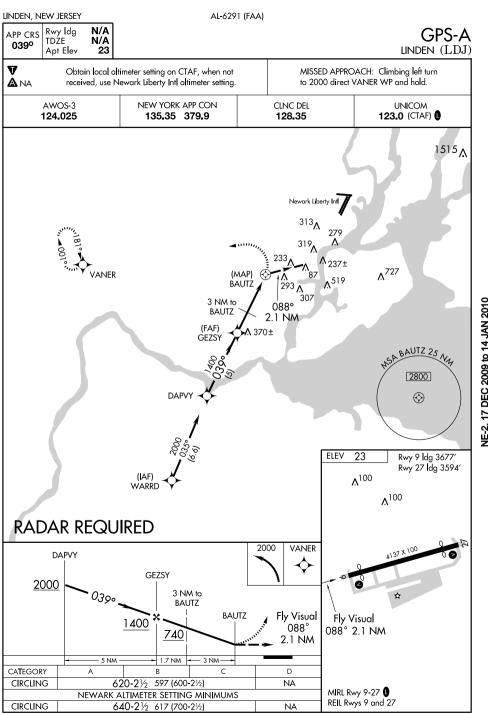


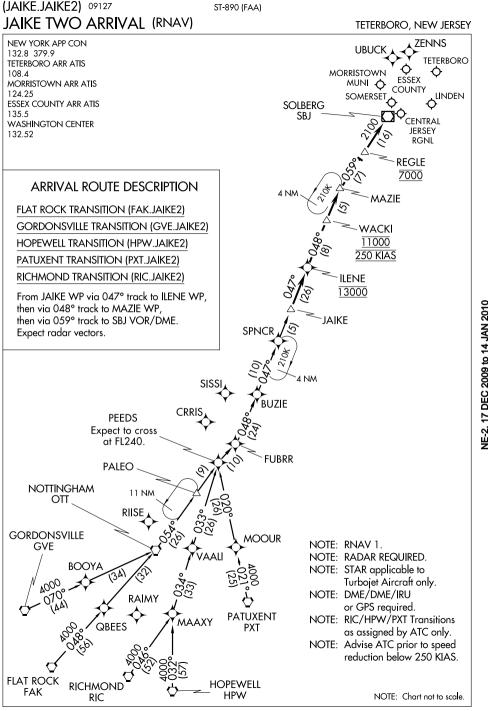


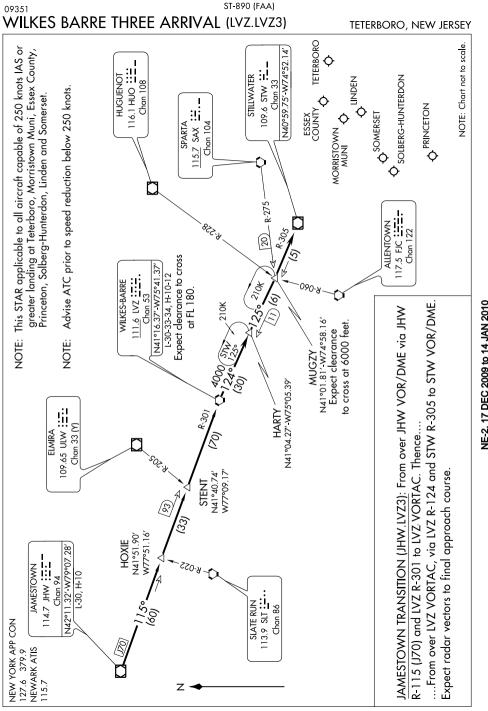


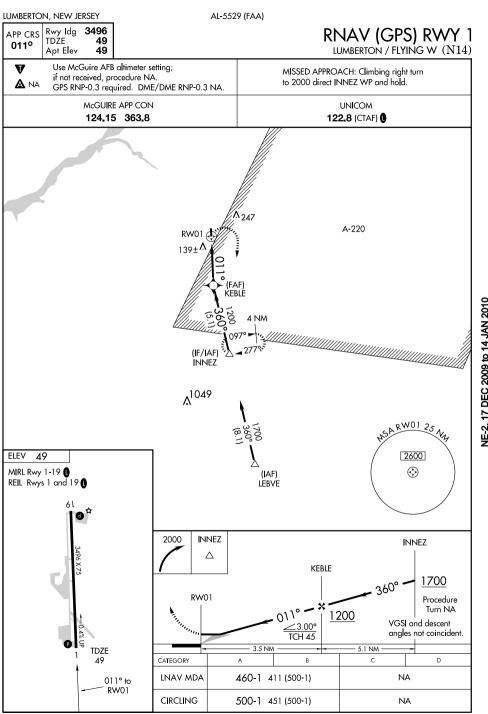












AL-5529 (FAA) LUMBERTON, NEW JERSEY 3496 Rwy Idg RNAV (GPS) RWY 19 APP CRS TDŹE 49 191° LUMBERTON/FLYING W (N14) Apt Elev 49 Use McGuire AFB altimeter setting; V MISSED APPROACH: Climbing left turn if not received, procedure NA. to 3000 direct KORRY WP and hold. A NA GPS RNP-0.3 required. DME/DME RNP-0.3 NA. McGUIRE APP CON UNICOM 124.15 363.8 122.8 (CTAF) 0 **ROBBINSVILLE** Procedure NA for arrival on RBV 638∧ RBV VORTAC airway radials 122 CW 330. 1800 (IAF) (5.1) KORRY (FAF) RW1925 Ny ĆILAŃ 2600 \bigcirc RW19 (A-220 ELEV 49 Procedure NA for arrival on CYN VORTAC 191° to airway radials 274 CW 046. RW19 COYLE CYN TDZE 49 3000 **KORRY** JCKVI CILAN 1800 2210 RW19 Procedure Turn NA 1400 1910 3.00°> VGSI and descent angles not coincident. TCH 45 - 5 NM -4.1 NM -CATEGORY Α LNAV MDA 620-1 571 (600-1) NA MIRL Rwy 1-19 (CIRCLING 620-1 571 (600-1) NA REIL Rwys 1 and 19 1

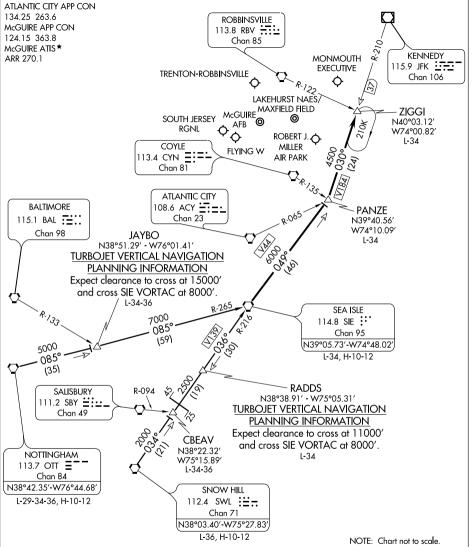
NE-2, 17 DEC 2009 to 14, IAN 2010

(SIE.SIE4) 08101 SEA ISLE FOUR ARRIVAL

ST-5623 (FAA)

TOMS RIVER. NEW JERSEY

VE-2, 17 DEC 2009 to 14 JAN 2010

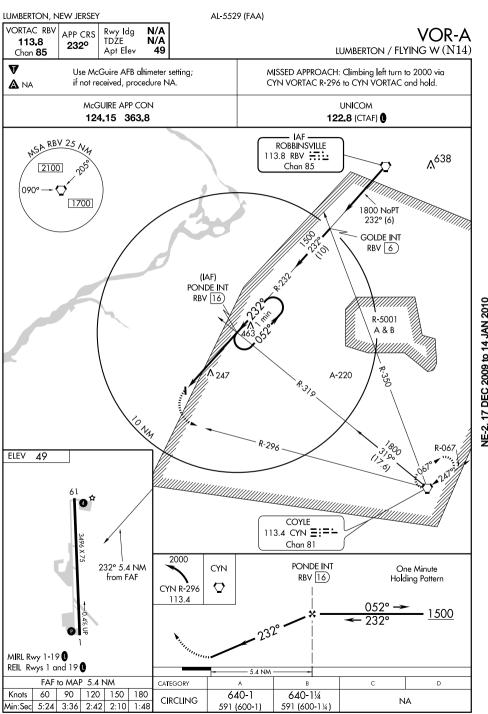


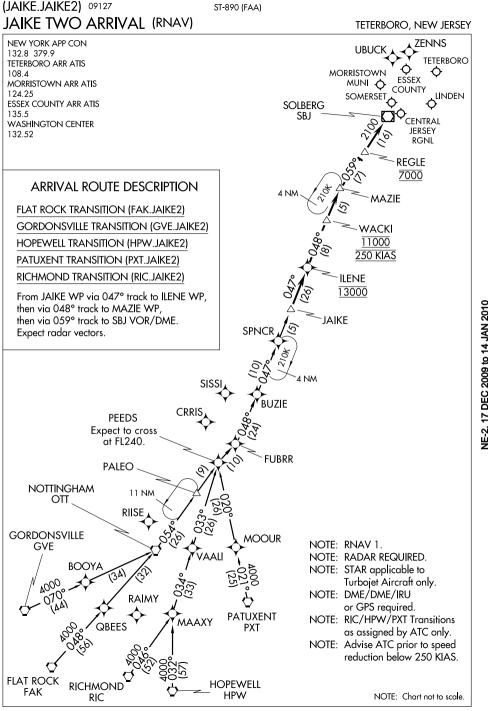
NOTTINGHAM TRANSITION (OTT.SIE4): From over OTT VORTAC via OTT

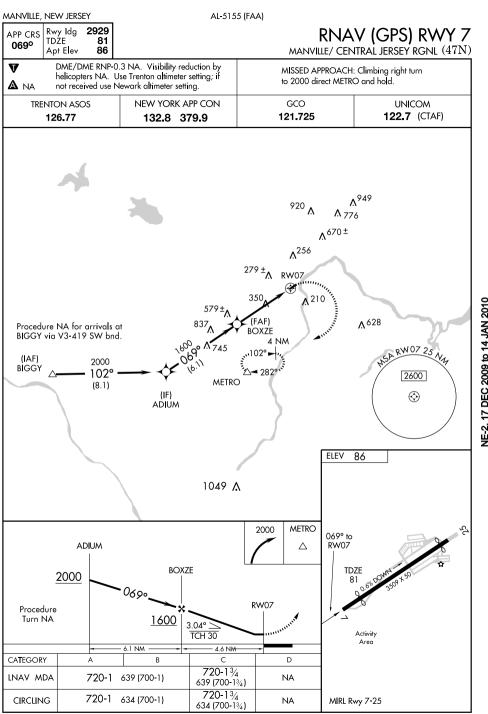
R-085 and SIE R-265 to SIE VORTAC. Thence. . . .

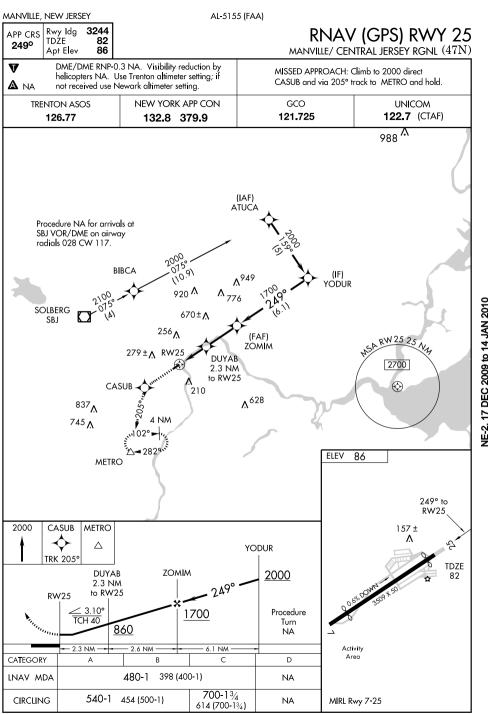
SNOW HILL TRANSITION (SWL.SIE4): From over SWL VORTAC via SWL R-034 and SIE R-216 to SIE VORTAC. Thence. . . .

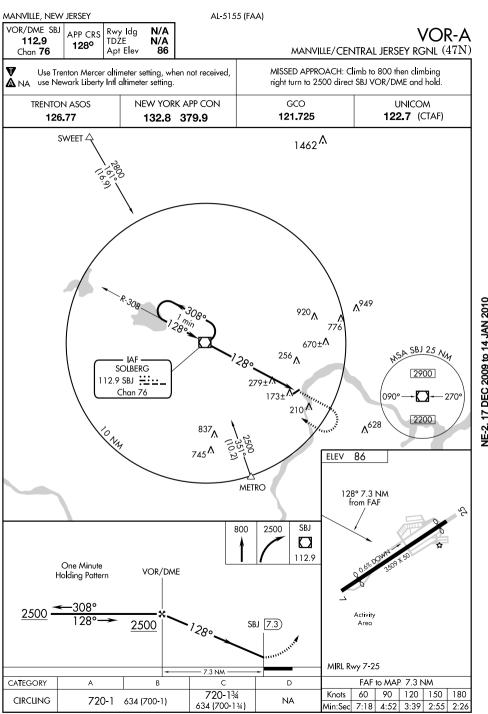
. . . . From over SIE VORTAC via SIE R-049 to PANZE INT. Then via JFK R-210 to ZIGGI INT. Expect radar vectors to final approach course.

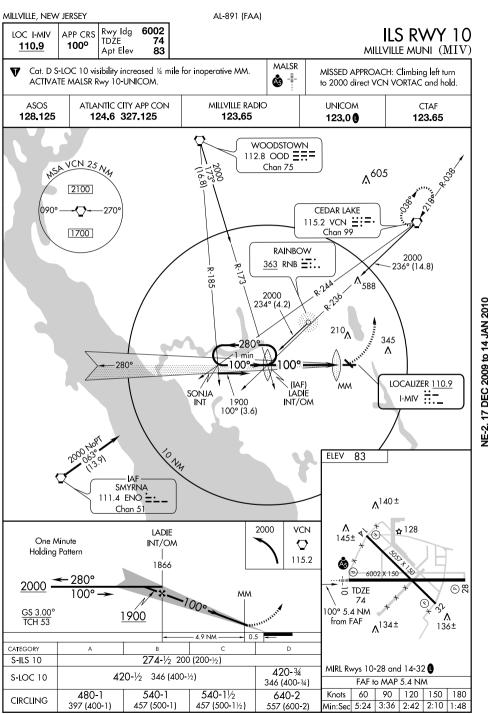


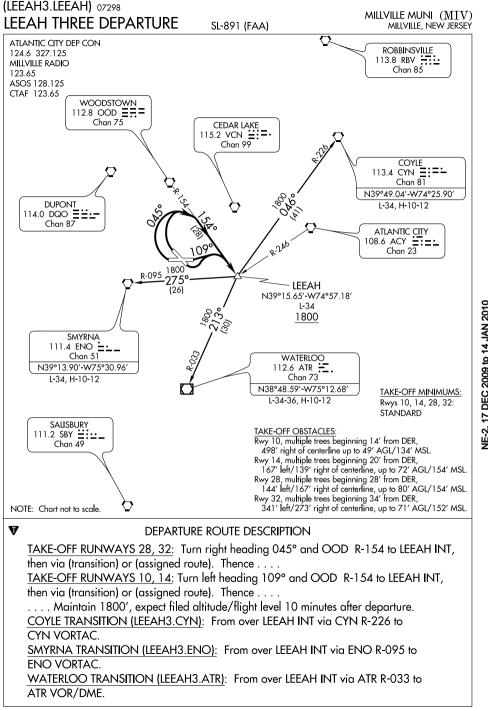


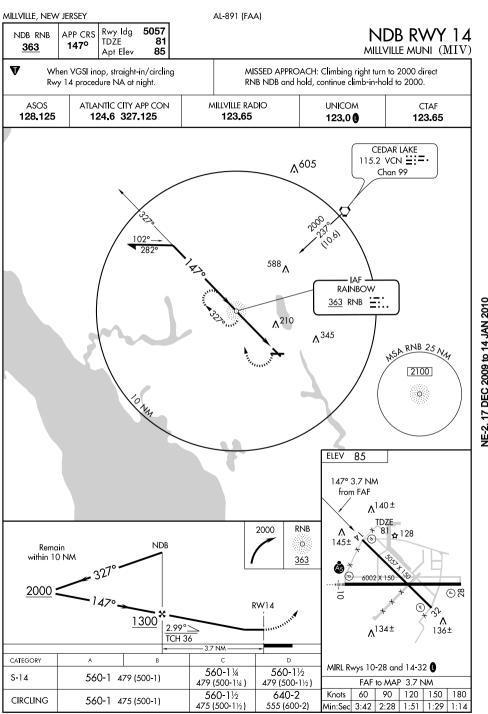


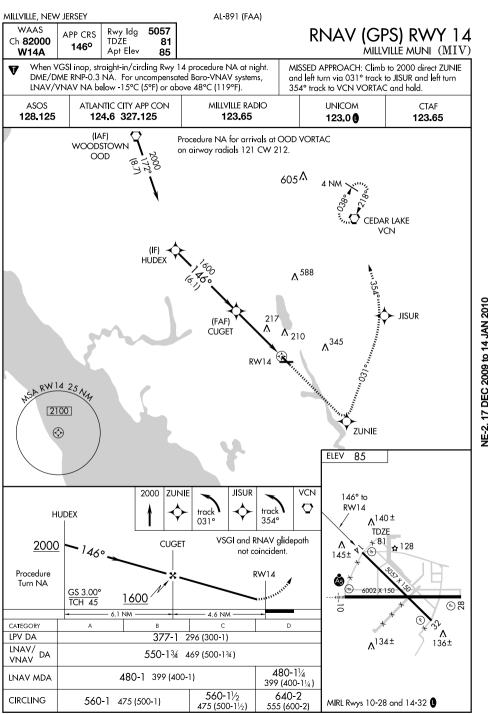


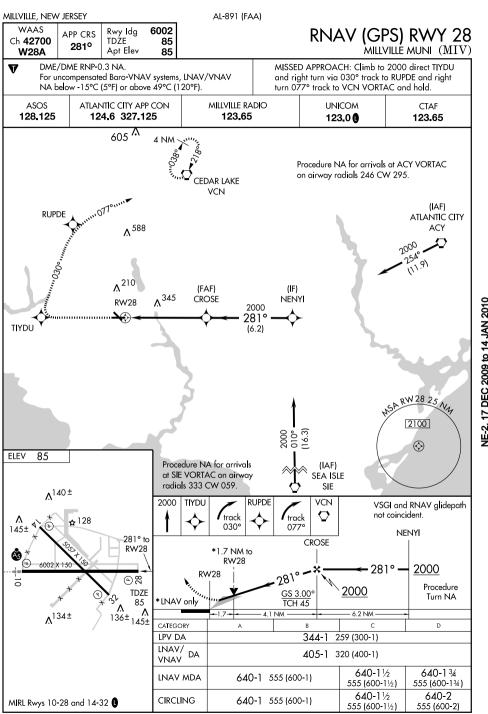


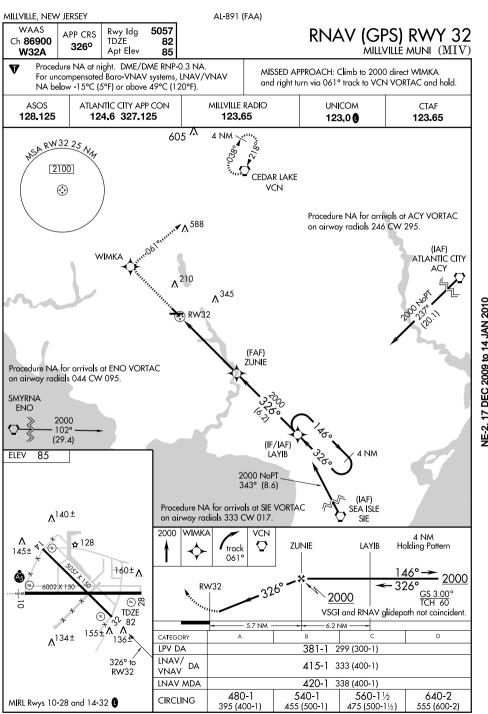


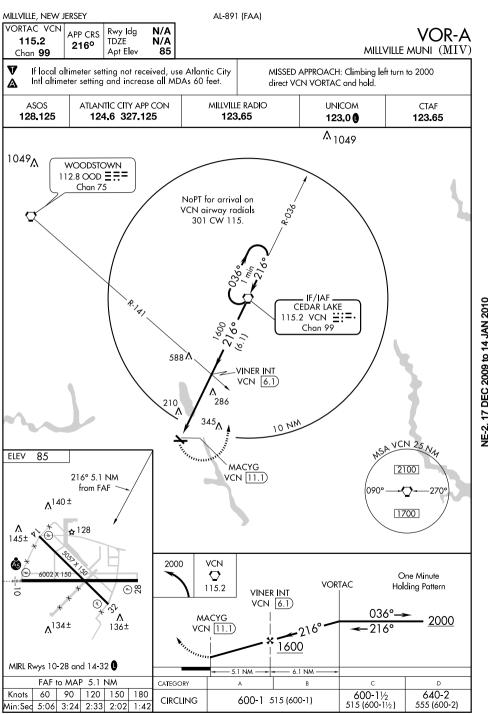


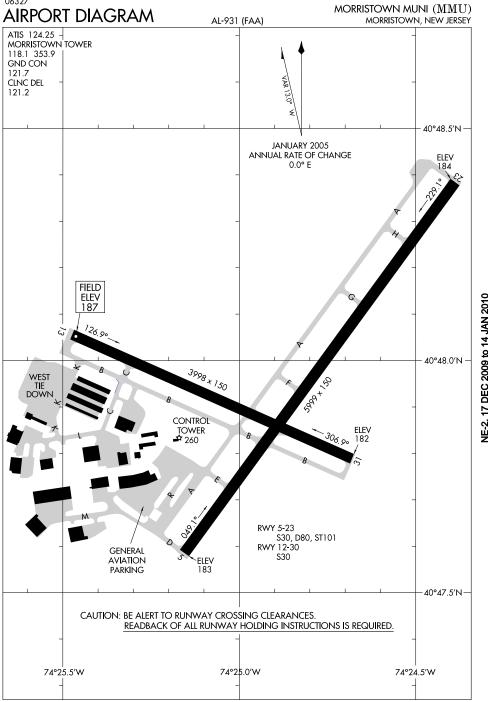


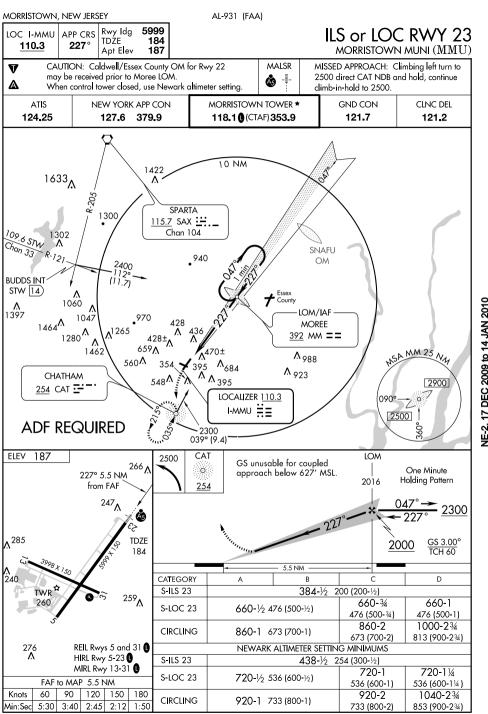


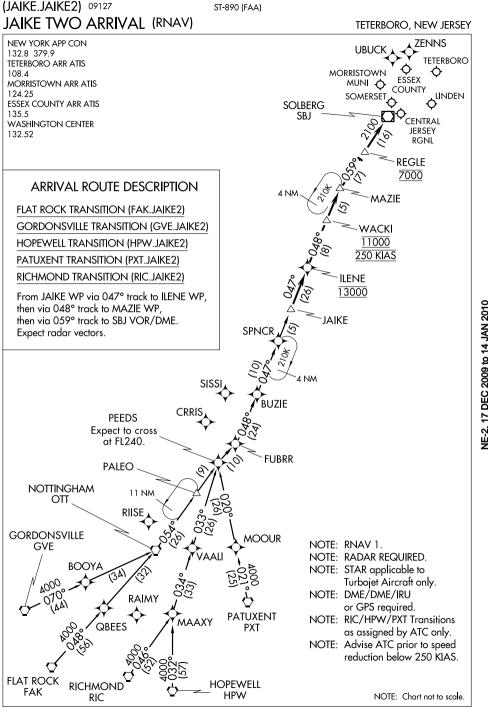


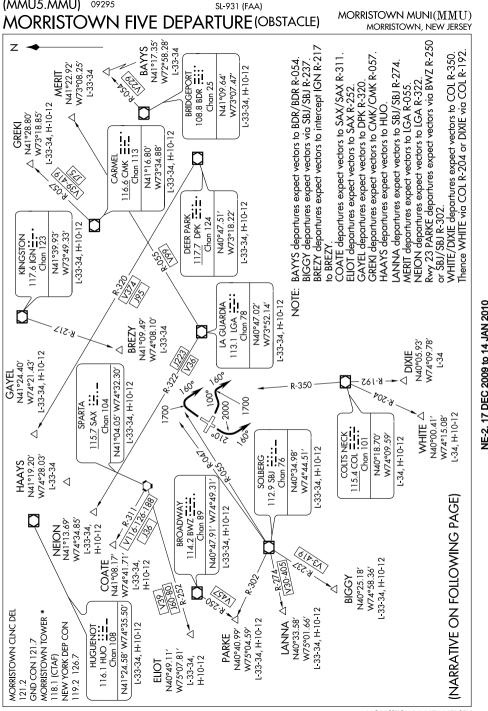












(MMU5.MMU) 08213 SL-931 (FAA) MORRISTOWN MUNI(MMU) MORRISTOWN FIVE DEPARTURE (OBSTACLE) MORRISTOWN, NEW JERSEY V DEPARTURE ROUTE DESCRIPTION TAKE-OFF RUNWAY 5: Climb runway heading to 1700 feet, then turn right heading

160° maintain 2000 feet. Thence . . . TAKE-OFF RUNWAY 13: After crossing airport boundary and reaching 700 feet, climb via heading 100° to 1700 feet, then turn right heading 160°, maintain 2000 feet. Thence

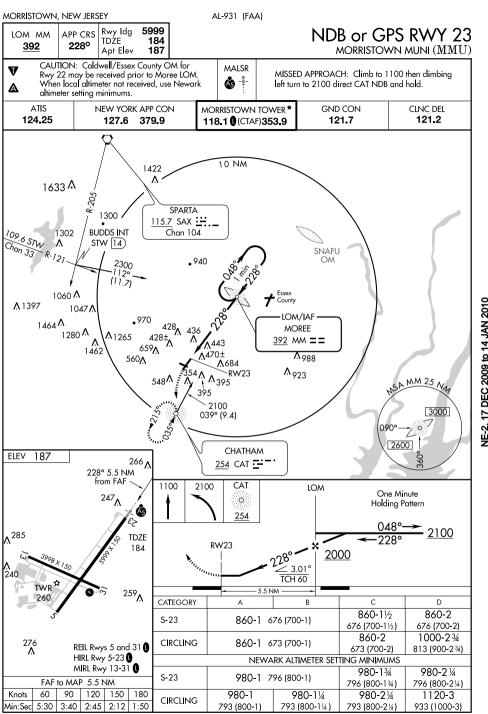
TAKE OFF RUNWAY 23: After crossing airport boundary and reaching 500 feet, climb via heading 210° to 2000 feet, then turn left heading 160°, maintain 2000 feet.

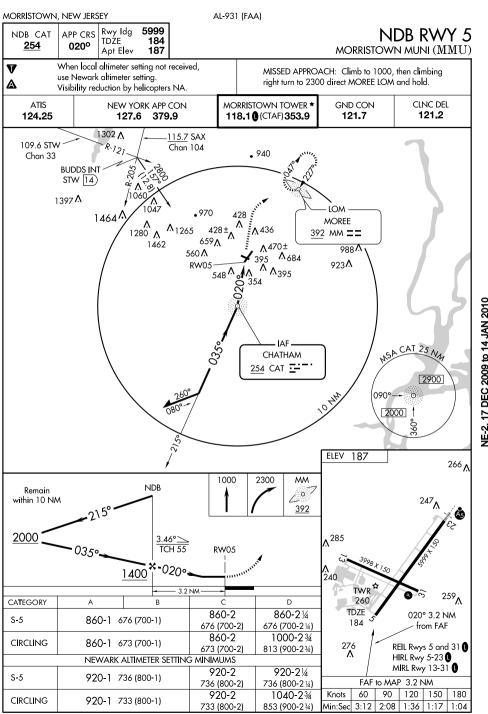
Thence

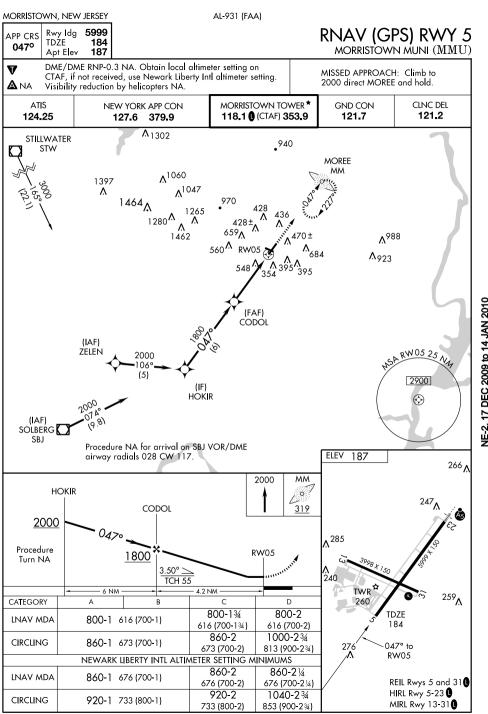
TAKE-OFF RUNWAY 31: Climb northeast on SBJ R-055 to 1700 feet then turn right heading 160° maintain 2000 feet. Thence as per notes or via vectors to assigned route/fix. Expect clearance to filed

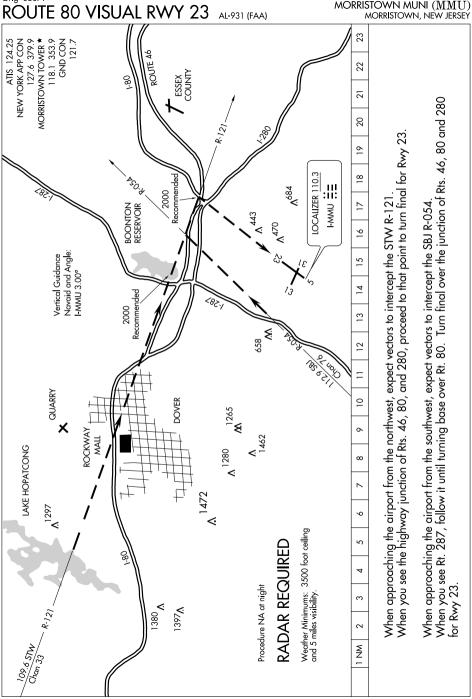
altitude/flight level ten minutes after departure.

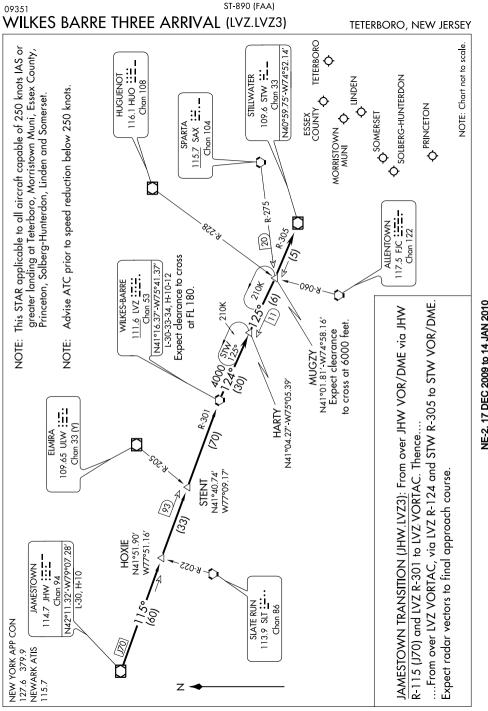
LOST COMMUNICATION: For aircraft via COATE, NEION, HAAYS, GAYEL, BREZY, if radio contact lost/not established with ATC, climb to 3000 feet after crossing SBJ R-047.

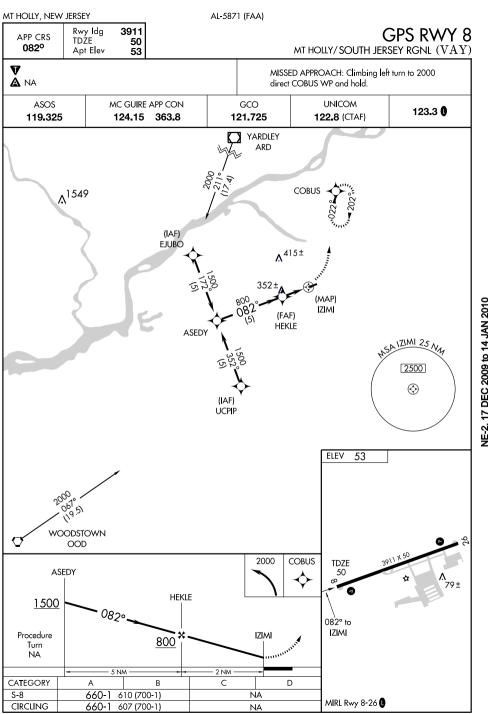










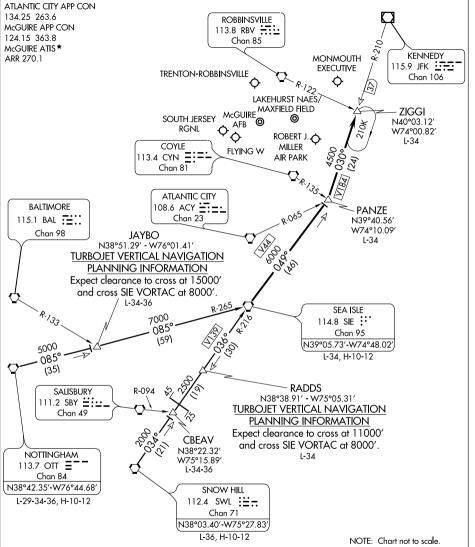


(SIE.SIE4) 08101 SEA ISLE FOUR ARRIVAL

ST-5623 (FAA)

TOMS RIVER. NEW JERSEY

VE-2, 17 DEC 2009 to 14 JAN 2010

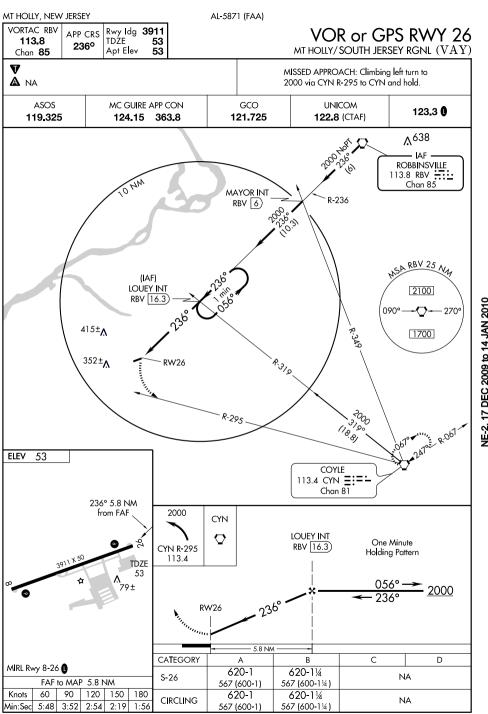


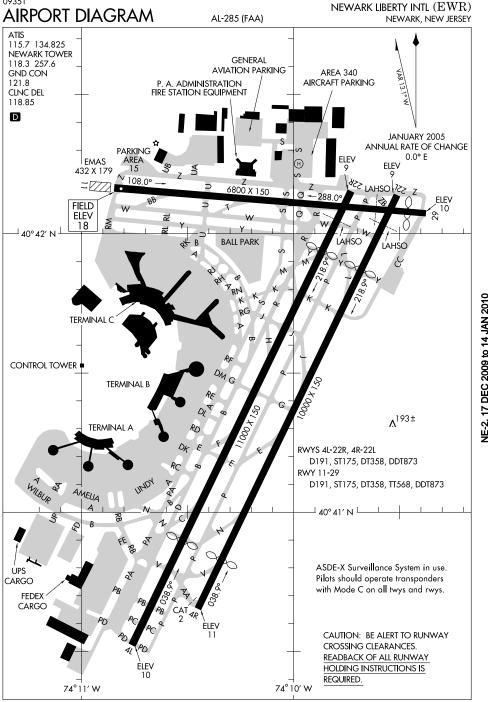
NOTTINGHAM TRANSITION (OTT.SIE4): From over OTT VORTAC via OTT

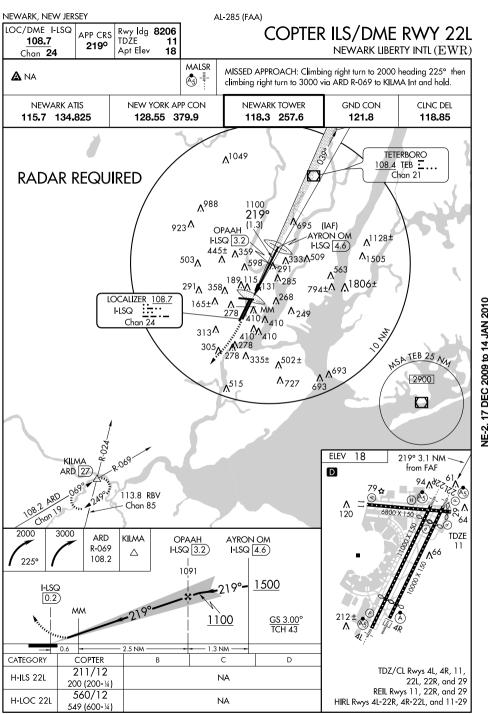
R-085 and SIE R-265 to SIE VORTAC. Thence. . . .

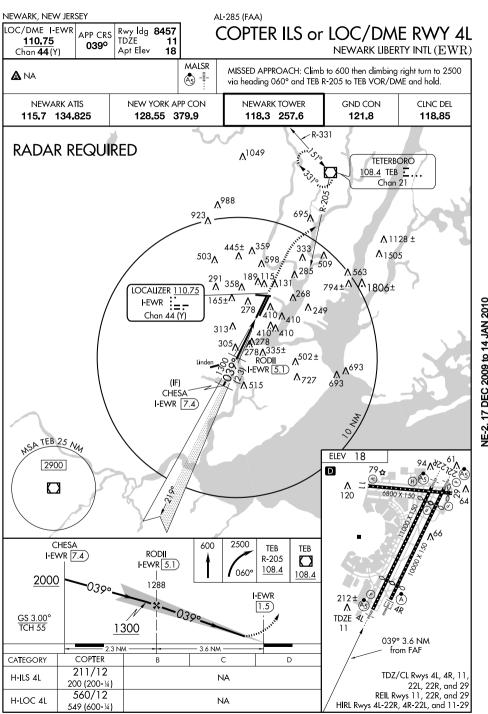
SNOW HILL TRANSITION (SWL.SIE4): From over SWL VORTAC via SWL R-034 and SIE R-216 to SIE VORTAC. Thence. . . .

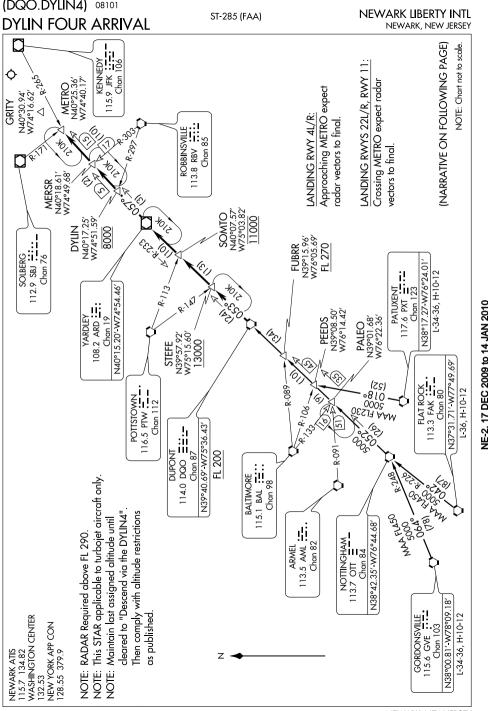
. . . . From over SIE VORTAC via SIE R-049 to PANZE INT. Then via JFK R-210 to ZIGGI INT. Expect radar vectors to final approach course.





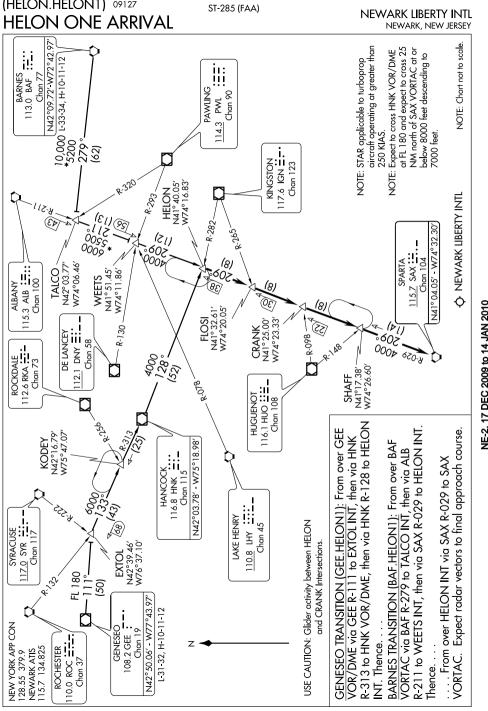


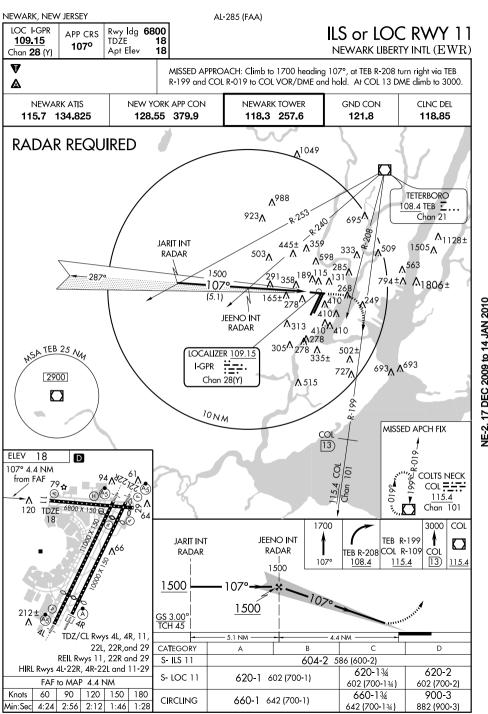


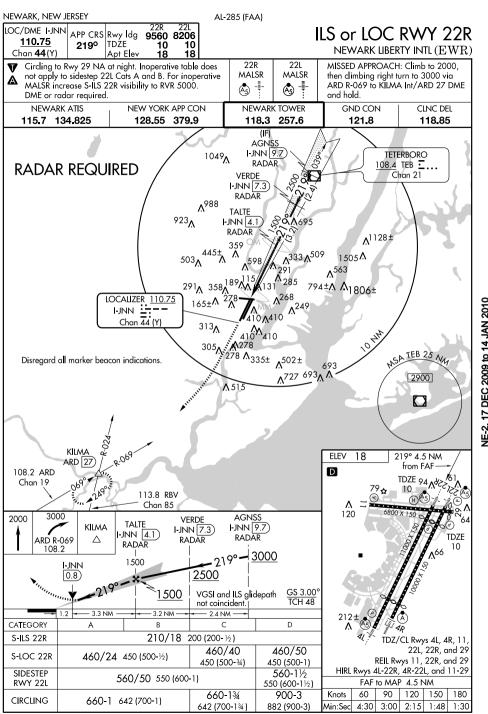


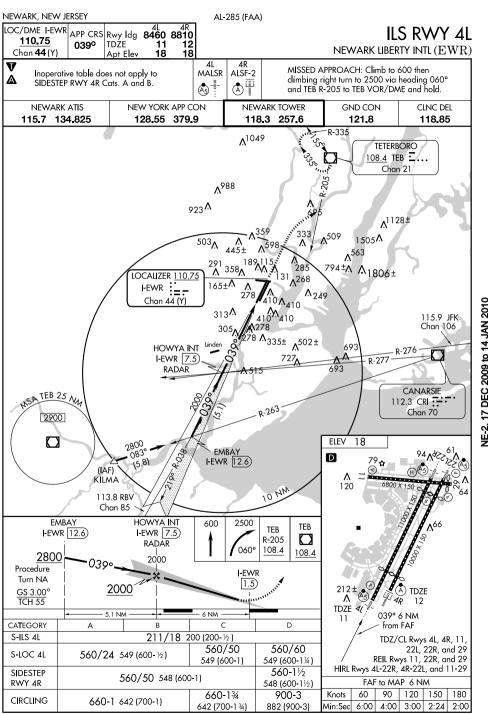
(DQO.DYLIN4) 08101		NEWAYADIZ LIDEDTY IN ITI
DYLIN FOUR ARRIVAL	ST-285 (FAA)	NEWARK LIBERTY INTL NEWARK, NEW JERSEY
A DRIVAN DOLUTE DESCRIPTION		
ARRIVAL ROUTE DESCRIPTION		
FLAT ROCK TRANSITION (FAK.DYLIN4): From over FAK VORTAC via FAK R-042 and OTT R-226 to OTT VORTAC, then via OTT R-052 to DQO VORTAC.		
Thence GORDONSVILLE TRANSITION (GVE.DYLIN4): From over GVE VORTAC via GVE		
R-064 and OTT R-248 to OTT VORTAC, then via OTT R-052 to DQO VORTAC.		
Thence		
PATUXENT TRANSITION (PXT.DYLIN4): From over PXT VORTAC via R-018 to PEEDS INT, then via OTT R-052 to DQO VORTAC. Thence		
PEEDS INT, then via OTT R	-052 to DQO VORTAC. Then	ce
	then via DQO R-053 and AR TRO INT. Expect radar vectors	
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		NE-2 17 DEC 2009 to 14. IAN 2010
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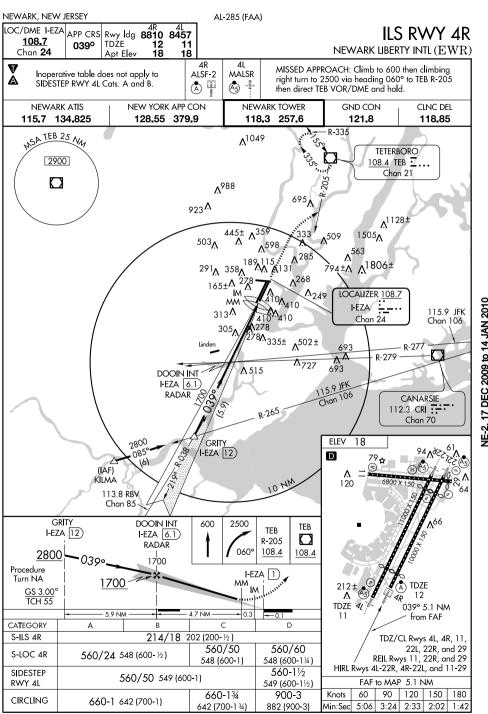
(FLOSI.FLOSI1) 08213 ST-285 (FAA) NEWARK LIBERTY INTI FLOSI ONE ARRIVAL (RNAV) NEWARK, NEW JERSEY NEWARK ATIS 11 NM 115.7 134.82 BOSTON CENTER 11 NM 126.47 388.8 134.3 256.9 SKEEE NEW YORK APP CON 120.15 379.9 HANAA NOTE: DME/DME/IRU or GPS Required. Expect to cross NOTE: RADAR Required. at FL240. NOTE: RNAV 1. NOTE: TurboJet and Turboprop aircraft 250 KIAS or greater are authorized. NOTE: FLOSI RNAV STAR is for all Rwys. NOTE: Aircraft can expect to be assigned Rwy 11. Check aircraft landing **ALBANY** performance for Rwy 11 prior to filing. ALB NOTE: Domestic departures from the east BARNES 11 NM file BDL Transition. RAF NOTE: North Atlantic arrivals via BOS file Expect to cross BAF Transition. 10 NM east at 16000. NOTE: USE CAUTION: Glider activity between HELON WP and CRÁNK WP. 17000 WIGAN 1150 11 NM **GENESEO** 14000 (50) 14000 **GEE** VE-2, 17 DEC 2009 to 14, IAN 2010 278° EXTOL TALCO 143 (36)(13) (13)**KODEY BOWAN** 8000 WEETS 300 1 4000 HANCOCK 1521 HNK 265° **HELON** Expect to cross at FL180 (53) BRADLEY or lowest useable FL. 5000 BDL 266° Expect to cross KINGSTON **FLOSI** (24) at 16000. IGN **CRANK** Expect to cross at or below 8000 descending to 7000. 7 NM SHAFF NOTE: Approaching SAX VORTAC for landing RWY 22L/R expect ARRIVAL ROUTE DESCRIPTION SPARTA radar vectors. SAX NOTE: Approaching PHLBO WP Ldg BARNES TRANSITION (BAF.FLOSI1) RWY 11 expect radar vectors. BRADLEY TRANSITION (BDL.FLOSI1) NOTE: Approaching HOKIR WP Ldg GENESEO TRANSITION (GEE.FLOSI1) RWYs 4L/R & RWY 29 expect **PHLBO** HANAA TRANSITION (ALD., LCC., HANCOCK TRANSITION (HNK.FLOSI1) radar vectors. From FLOSI WP via 211° track to CRANK WP, then via 211° track to SHAFF WP, then via 211° track HOKIR to SAX VORTAC, then via 197° track to PHLBO WP, then via 191° track to HOKIR WP, then via 180° heading, NOTE: Chart not to scale. expect radar vectors.

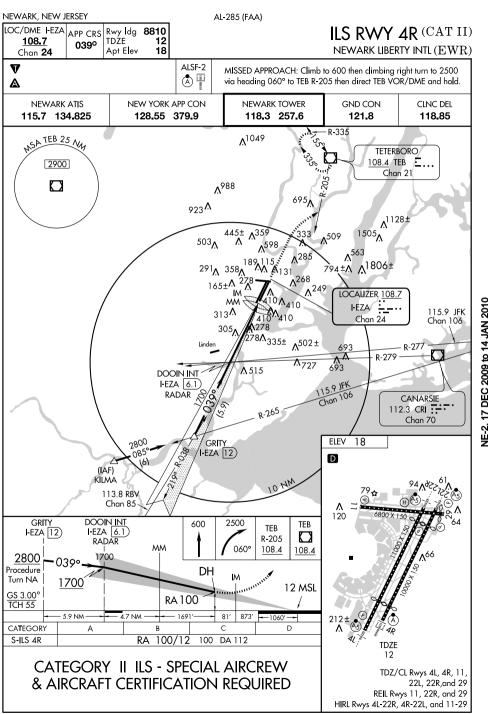


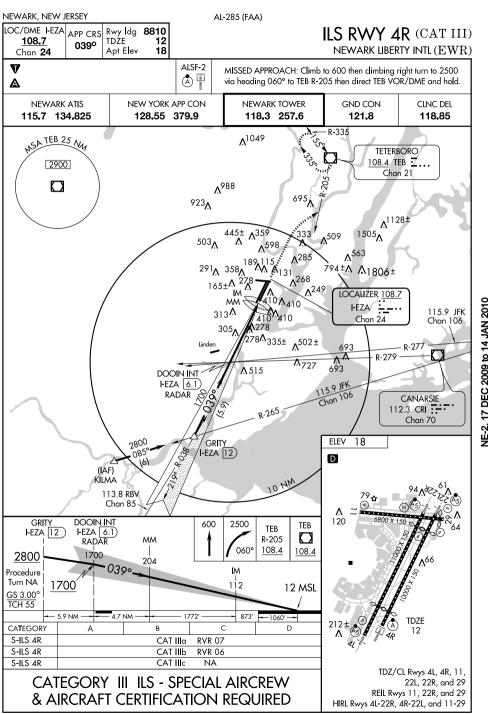


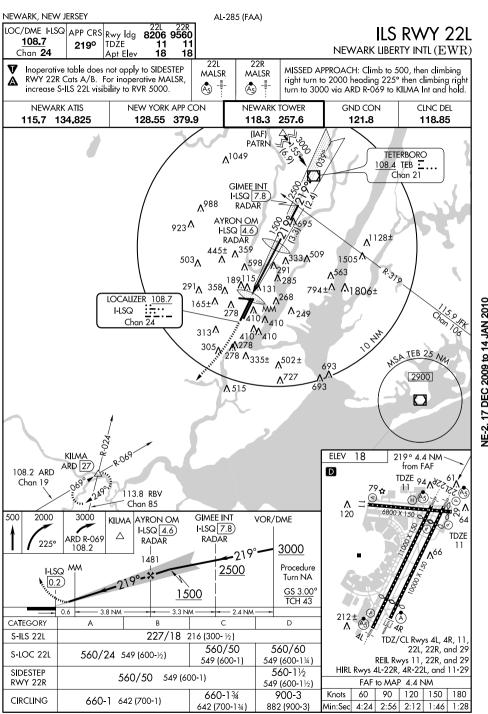


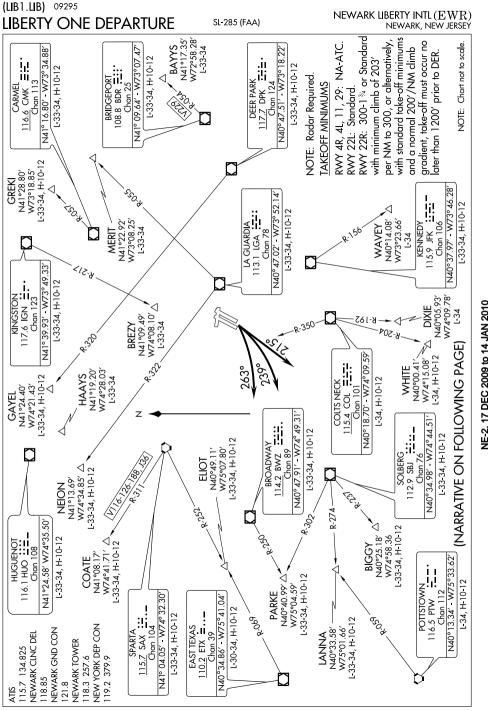












(LIBT.LIB) 08213 NEWARK LIBERTY INTL (EWR) LIBERTY ONE DEPARTURE SL-285 (FAA)

NEWARK, NEW JERSEY

V

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 22L/R:

TURNPIKE CLIMB: Climb heading 215°, or as assigned by ATC, Thence

PARKWAY CLIMB: Climbing right turn heading 239°, or as assigned by ATC, Thence

BUD CLIMB: Climbing right turn heading 263°, or as assigned by ATC, Thence

.... via radar vectors to assigned route/fix. Maintain 5000 or assigned lower altitude. Expect clearance to filed altitude/flight level within 10 minutes after departure.

LOST COMMUNICATIONS: For aircraft via COATE, NEION, HAAYS, GAYEL,

BREZY, if radio contact lost/not established with ATC, climb to 3000 feet after SBJ R-047.

PROCEDURAL NOTES

NOTE: Westbound expect radar vectors between 5 and 8 NM. NOTE: BAYYS departure expect vectors via BDR/BDR R-054.

NOTE: BIGGY departures expect vectors via SBJ/SBJ R-237.

NOTE: BREZY departures expect vectors via IGN R-217 to BREZY.

NOTE: COATE departures expect vectors via SAX/SAX R-311.

NOTE: ELIOT departures expect vectors via SAX R-252. Between 2300 and 0700 local. NOTE: ELIOT departures expect vectors via SBJ or ETX.

NOTE: GAYEL departures expect vectors via DPK R-320.

NOTE: GREKI departures expect vectors via CMK/CMK R-057.

NOTE: HAAYS departures expect vectors via HUO.

NOTE: LANNA departures expect radar vectors via SBJ/SBJ R-274.

NOTE: MERIT departures expect vectors via LGA R-055. NOTE: NEION departures expect vectors via LGA R-322.

NOTE: PARKE departures expect radar vectors via SBJ/SBJ R-302.

NOTE: WAVEY departures expect vectors via JFK/JFK R-156.

NOTE: WHITE/DIXIE departures expect vectors to COL R-350. Thence WHITE via COL R-204

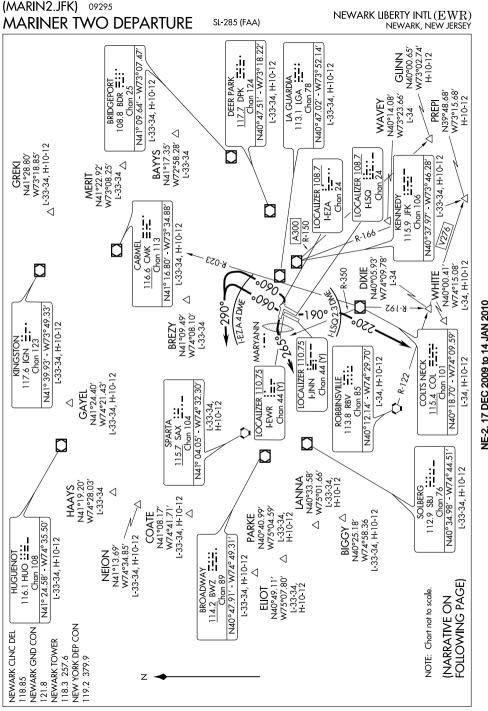
or DIXIE via COL R-192.

Rwy 22L: Pole 8' from DER, 261' left of centerline, 7' AGL/16' MSL.

TAKE-OFF OBSTACLES

Rwy 22R: Light and multiple trees beginning 1829' from DER, 307' right of centerline, up to 55' AGL/69' MSL. Building 1.4 NM from DER, 1872' left of centerline, 200' AGL/227'MSL.

NE-2, 17 DEC 2009 to 14 JAN 2010



NE-2, 17 DEC 2009 to 14 JAN 2010

V

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 4L/R: Climb via heading 060°, upon crossing 4 DME Rwy 4R ILS (use Rwy 4L ILS only if 4R ILS is not available). Turn left heading 290° maintain 2500 feet. Thence

TAKE-OFF RUNWAY 11: Climbing left turn via heading 060° (do not proceed east of COL R-023). Upon crossing 4 DME Rwy 4R ILS (use Rwy 4L ILS only if 4R ILS is not available). Turn left heading 290°, maintain 2500 feet. Thence

TAKE-OFF RUNWAY 22L/R: Climbing left turn via heading 190°, upon crossing 2.3

DME Rwy 22L ILS (use Rwy 22R ILS only if 22L ILS is not available). Turn right heading 220°, maintain 5000 feet. Thence

TAKE-OFF RWY 29: Climb via runway heading to MARYANN (MB) Fan Marker, then climbing left turn heading 265°. Maintain 5000 feet. Thence

. . . . via vectors to COL R-350.COL.COL R-192.DIXIE.V276.PREPI.GLINN.A300.JFK. Thence

. . . . as per notes or via vectors or assigned route/fix.

Expect clearance to filed altitude/flight level ten minutes after departure.

PROCEDURAL NOTES

NOTE: MARYANN fan marker is 1875 feet outbound from departure end and 46.5' north of runway centerline.

NOTE: Takeoff Rwy 11, obstruction 1742 feet high, 6.5 miles east of departure end of runway. NOTE: RNAV aircraft only.

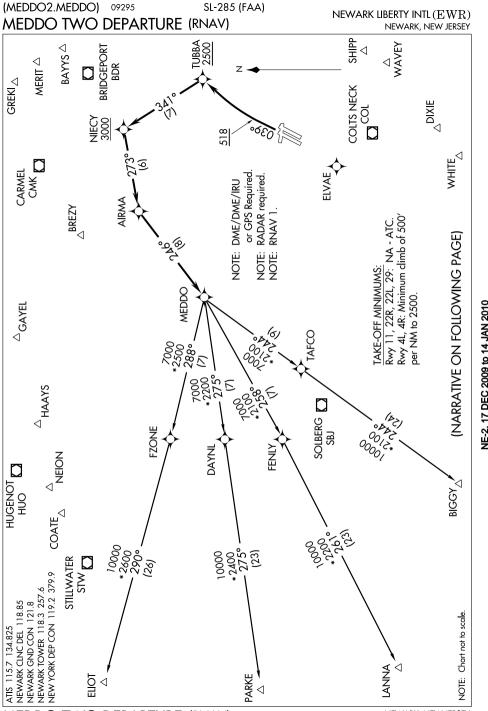
NOTE: Rwy 4L/R, 11, 22L/R DME required.

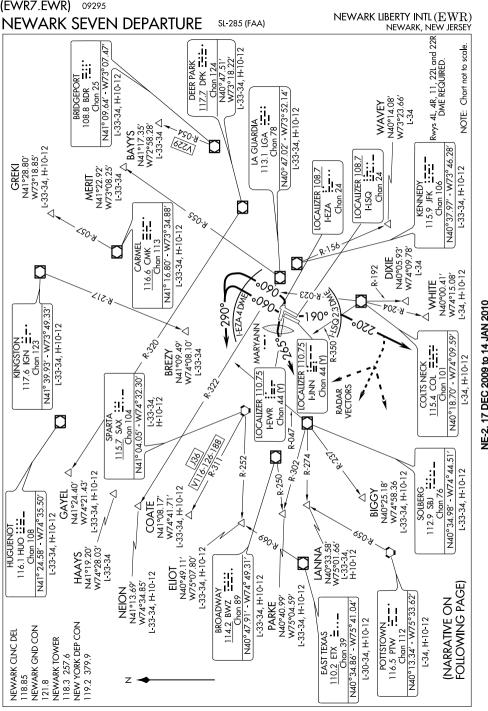
NOTE: Departure procedure to be used when assigned by ATC only for severe

weather avoidance. NOTE: This procedure requires overwater flight not to exceed 50 miles.

NOTE: Approximate mileage from Newark Airport via this routing to JFK is 150 NM.

All aircraft should expect to fly the departure route prior to receiving vectors to assigned route/fix.





NEWARK SEVEN DEPARTURE

SL-285 (FAA)

NEWARK LIBERTY INTL (EWR) NEWARK, NEW JERSEY

VE-2, 17 DEC 2009 to 14 JAN 2010



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 4L/R: Climb via heading 060°, upon crossing 4 DME Rwy 4R ILS (use Rwy 4L ILS only if 4R ILS is not available). Turn left heading

290° maintain 2500 feet. Thence

TAKE-OFF RUNWAY 11: Climbing left turn heading 060° (do not proceed east of COL R-023). Upon crossing 4 DME Rwy 4R ILS (use Rwy 4L ILS only if 4R ILS

is not available). Turn left heading 290° maintain 2500 feet. Thence TAKE-OFF RUNWAY 22L/R: Climbing left turn heading 190°, upon crossing 2.3

DME Rwy 22L ILS (use Rwy 22R ILS only if 22L ILS is not available). Turn right heading 220° maintain 5000 feet. Thence

TAKE-OFF RWY 29: Climb via runway heading to MARYANN Fan Marker, then climbing left turn heading 265°. Maintain 5000 feet. Thence

. . . . as per notes or via vector or assigned route/fix. Expect clearance to filed altitude/flight level ten minutes after departure.

LOST COMMUNICATIONS: For aircraft via COATE, NEION, HAAYS, GAYEL, BREZY, if radio contact lost/not established with ATC, climb to 3000 feet after SBJ R-047.

PROCEDURAL NOTES

MARYANN Fan Marker is 1875 feet outbound from departure end and 46.5' north of runway centerline.

Takeoff Rwy 11, obstruction 1742' high, 6.5 miles east of departure end of runway. Rwy 22L/R departure westbound expect radar vectors between 5 and 8 NM.

BAYYS departures expect vectors via BDR/BDR R-054.

BIGGY departures expect radar vectors via SBJ/SBJ R-237.

BREZY departures expect vectors via IGN R-217 to BREZY. COATE departures expect vectors via SAX/SAX R-311.

ELIOT departures expect vectors via SAX R-252. Between 2300 and 0700 local,

Rwy 22L/R ELIOT departures expect vectors via SBJ or ETX.

GAYEL departures expect vectors via DPK R-320.

GREKI departures expect vectors via CMK/CMK R-057.

HAAYS departures expect vectors via HUO.

Rwy 4L/R LANNA departures expect radar vectors via PTW R-059.

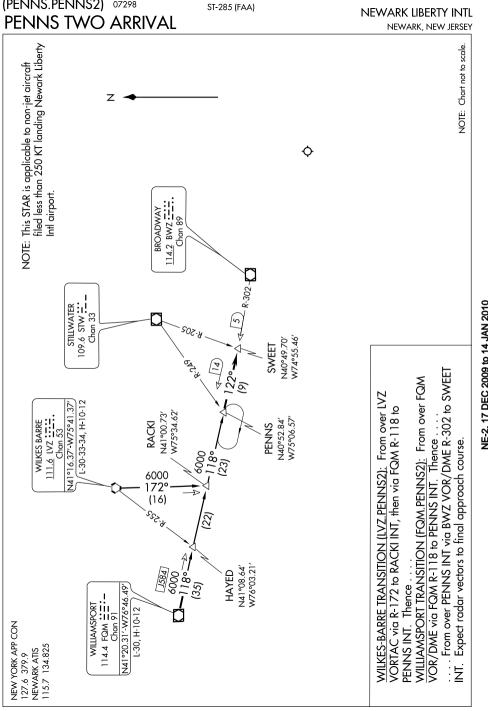
Rwy 22R/L LANNA departures expect radar vectors via SBJ/SBJ R-274.

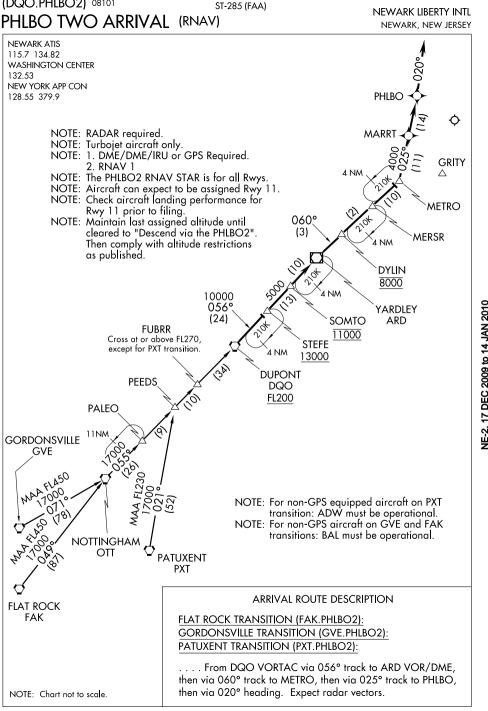
MERIT departures expect vectors via LGA R-055. NEION departures expect vectors via LGA R-322.

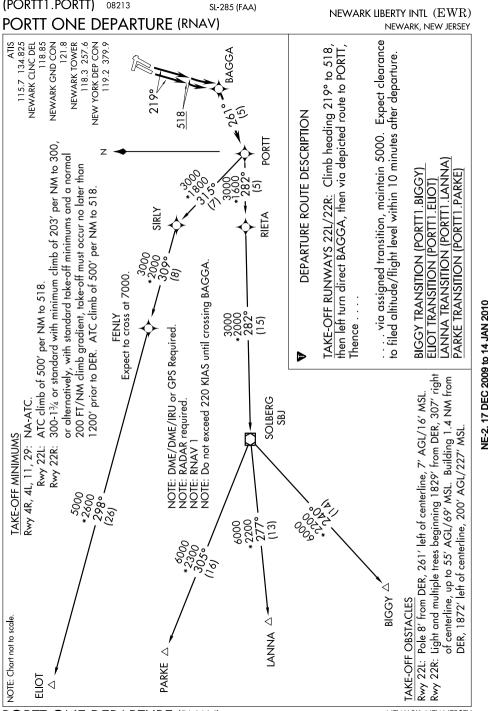
Rwy 4L/R PARKE departures expect vectors via BWZ R-250.

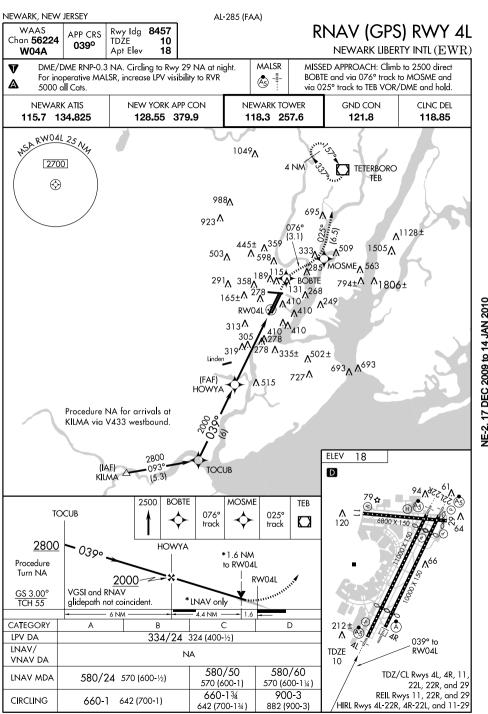
Rwy 22R/L PARKE departures expect radar vectors via SBJ/SBJ R-302. WAVEY departures expect vectors via JFK/JFK R-156.

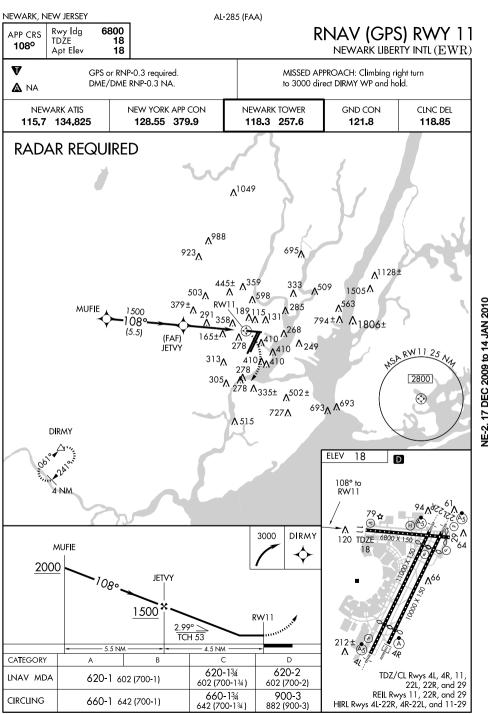
WHITE/DIXIE departures expect vectors to COL R-350. Thence, WHITE via COL R-204 or DIXIE COL R-192.

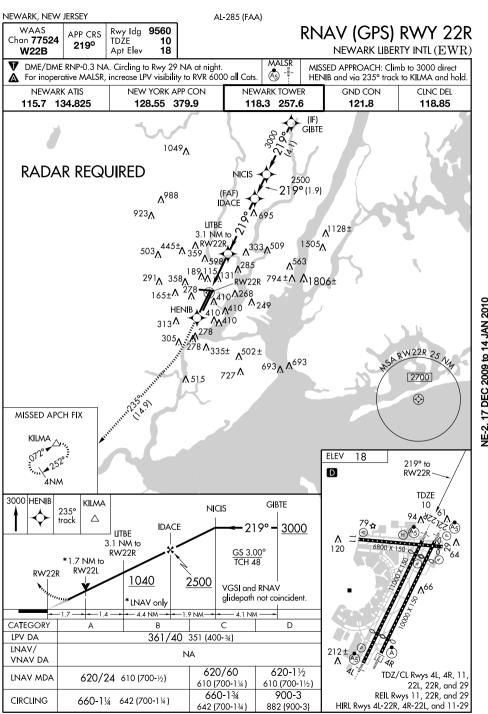


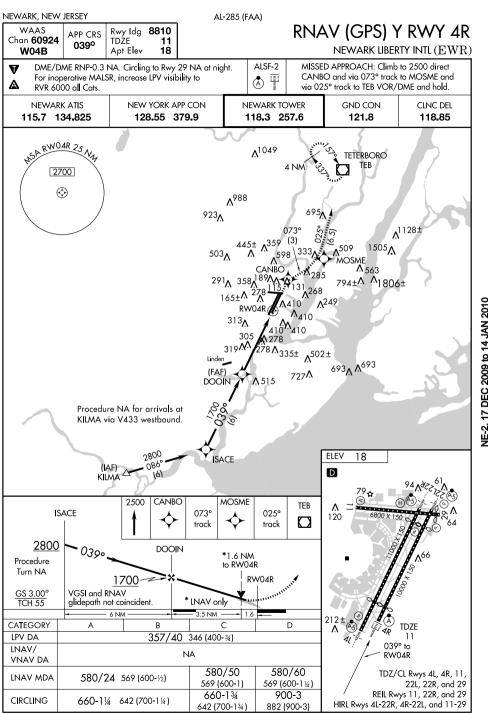


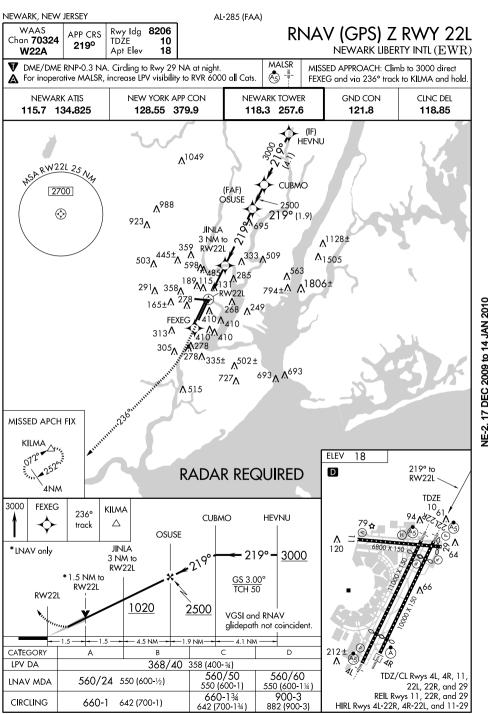


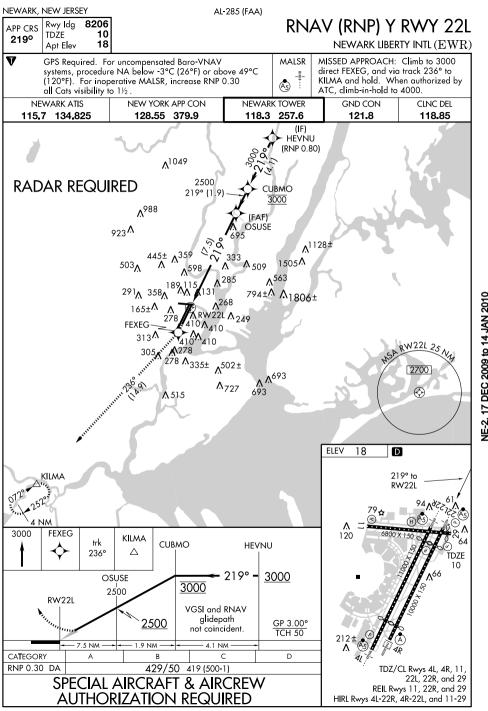


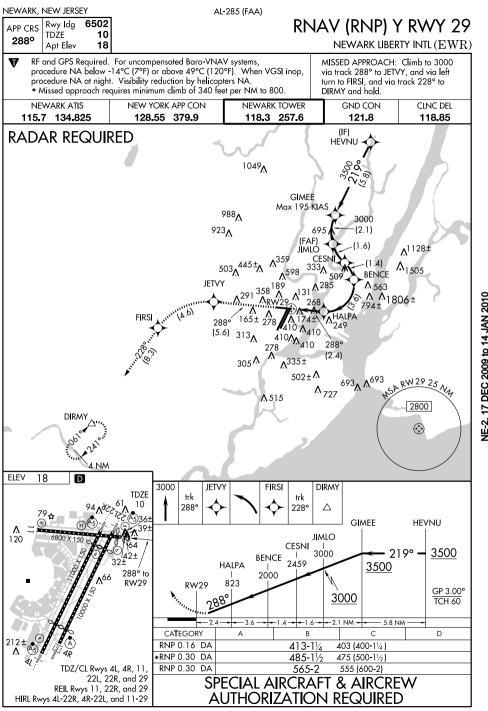


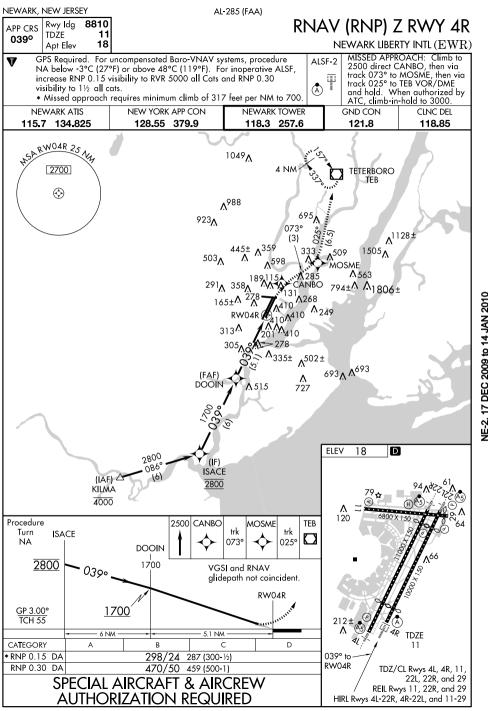


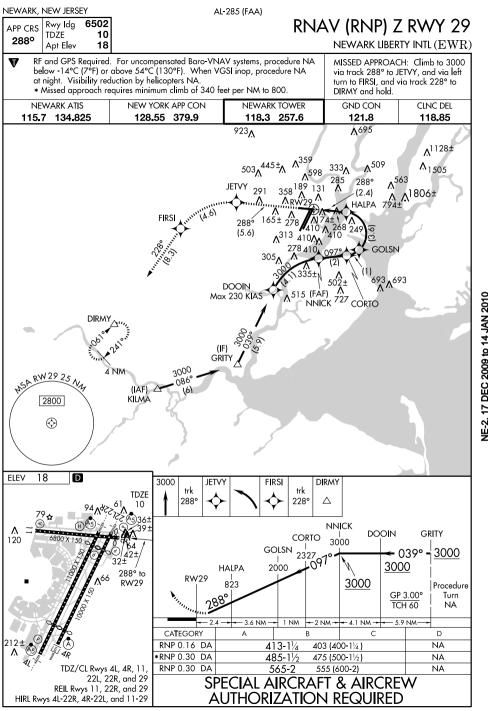


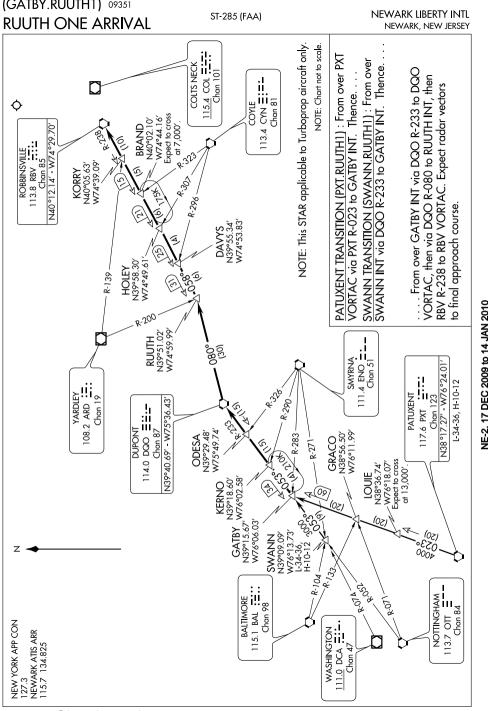


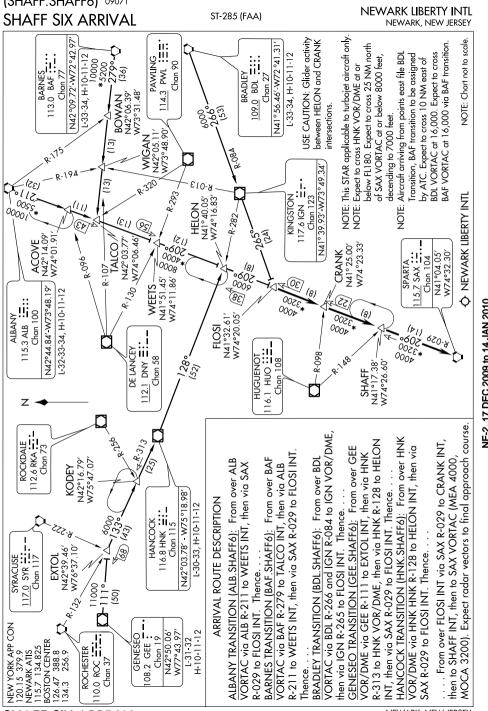


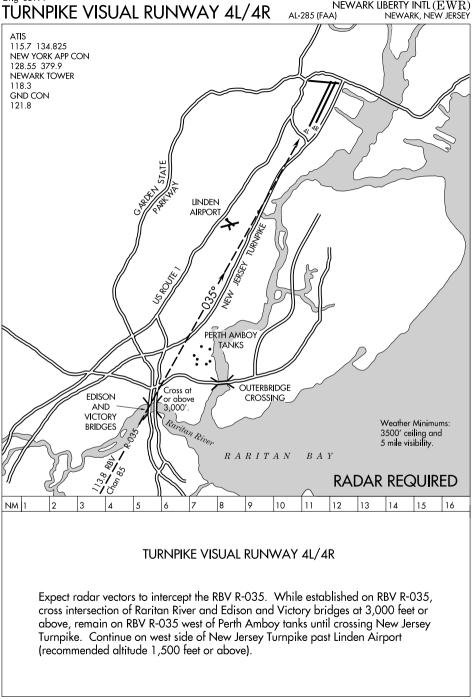


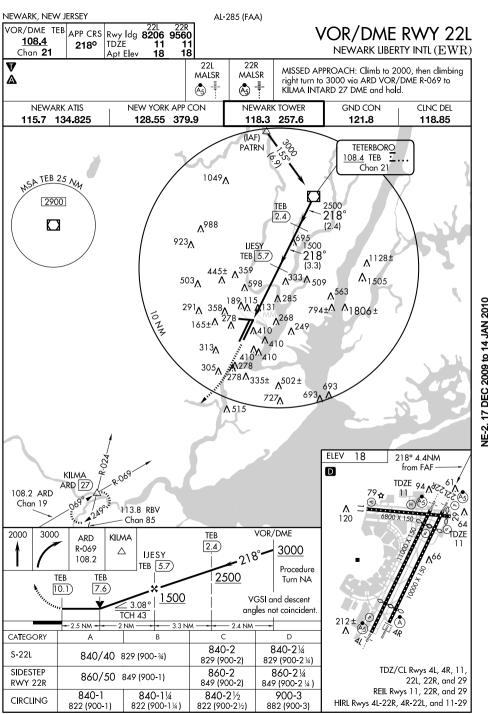


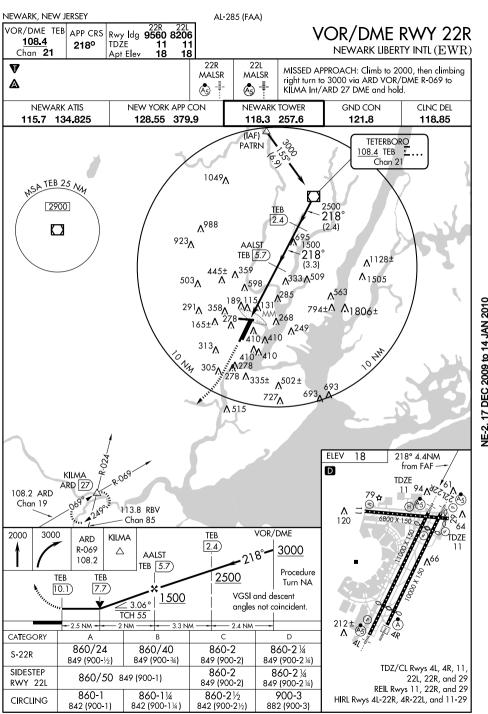


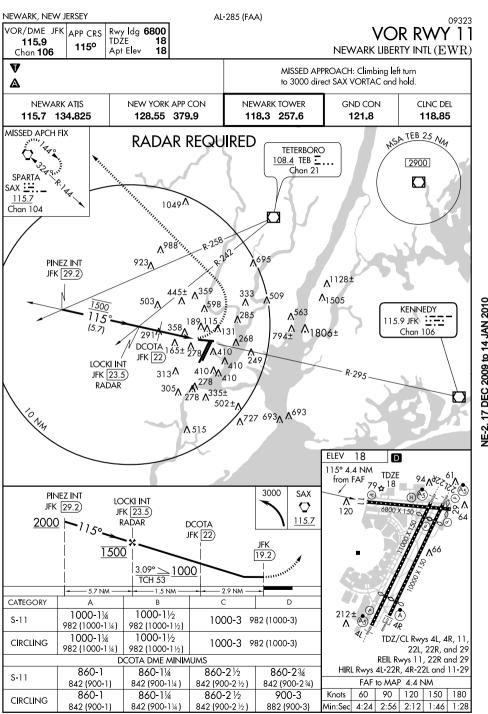


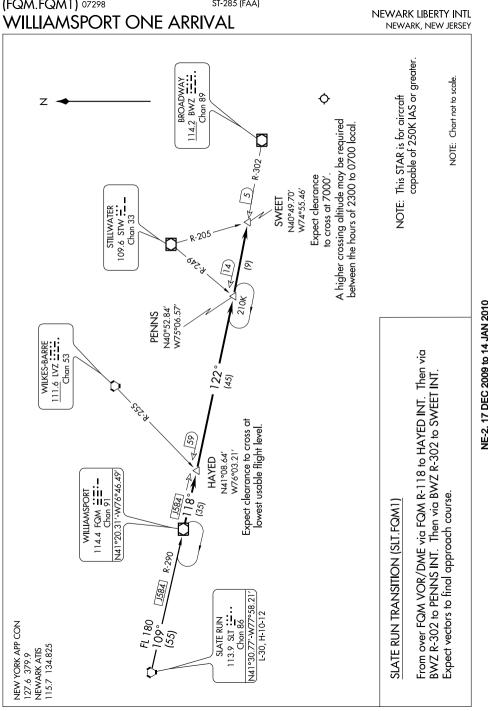


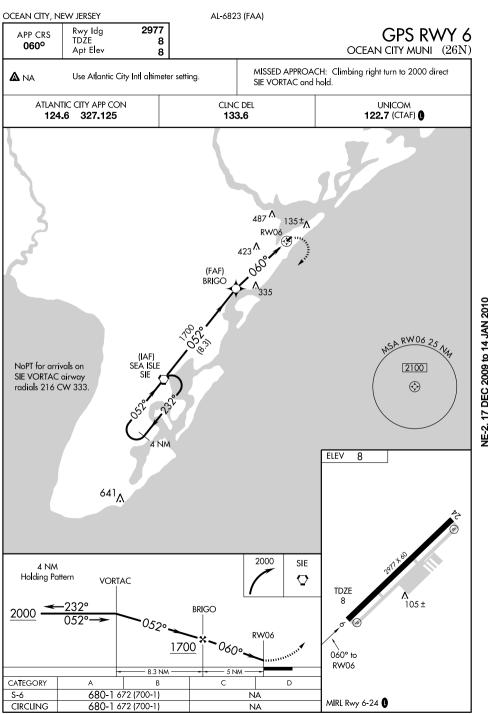


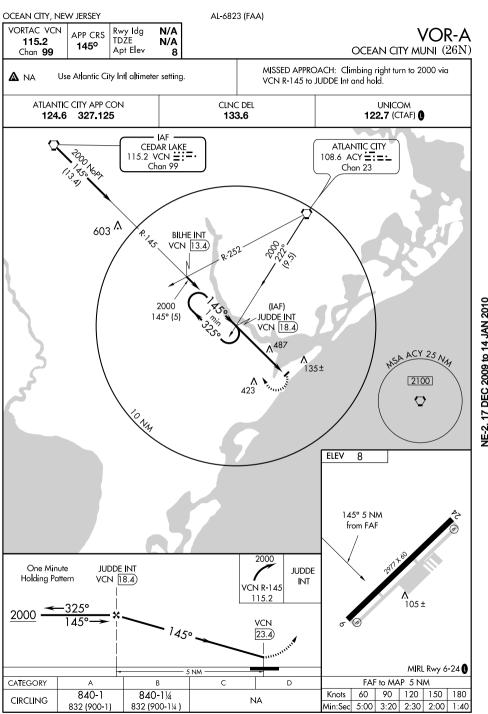


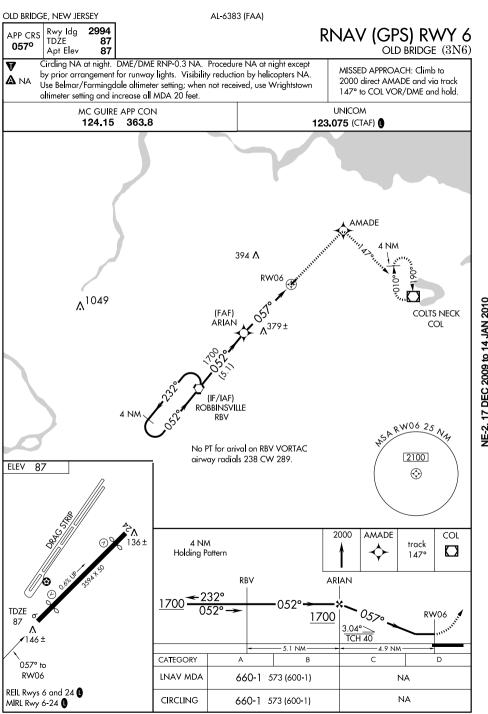


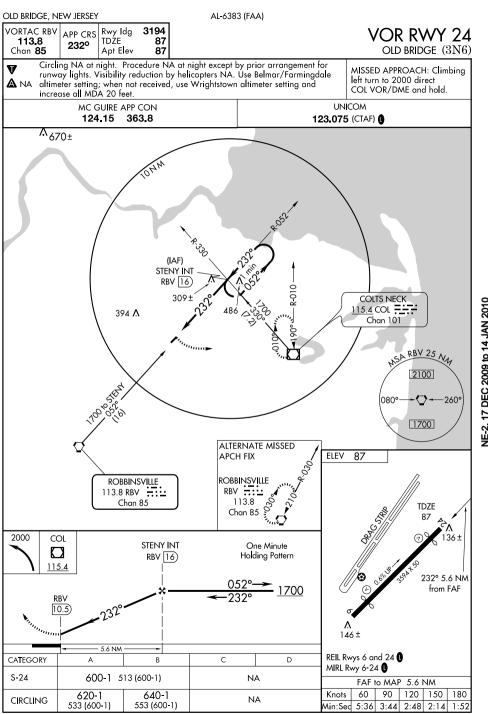


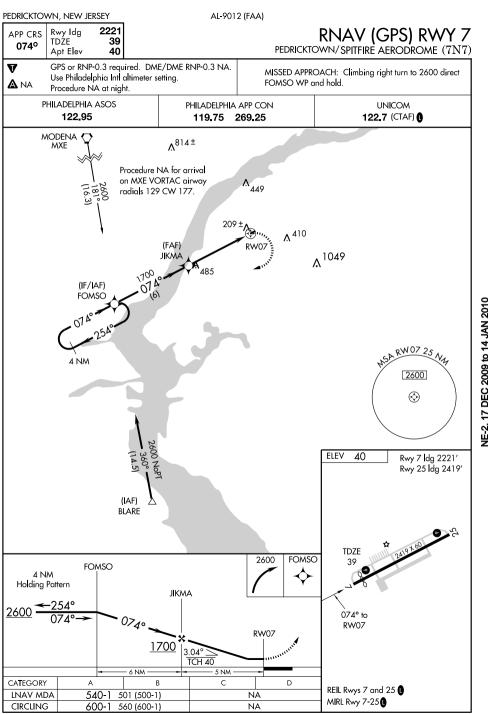




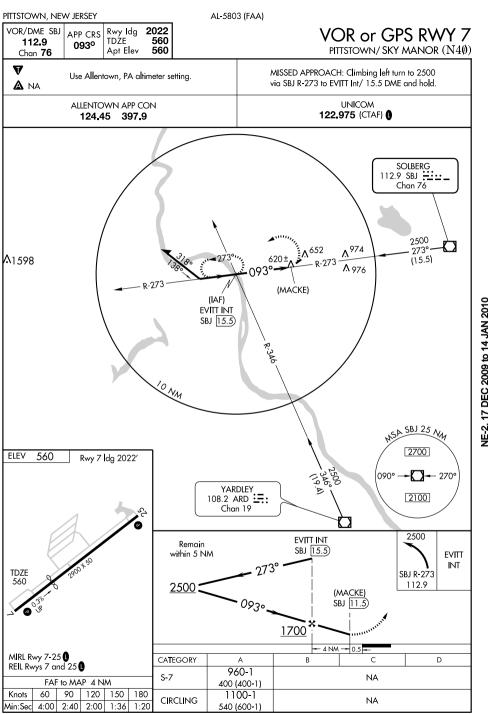


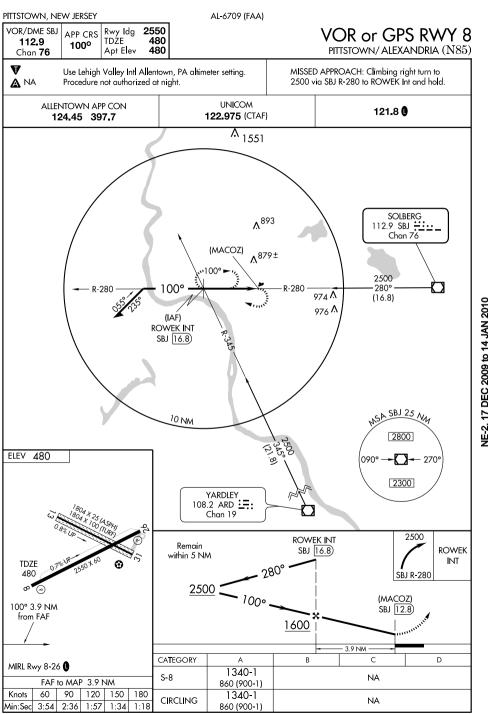


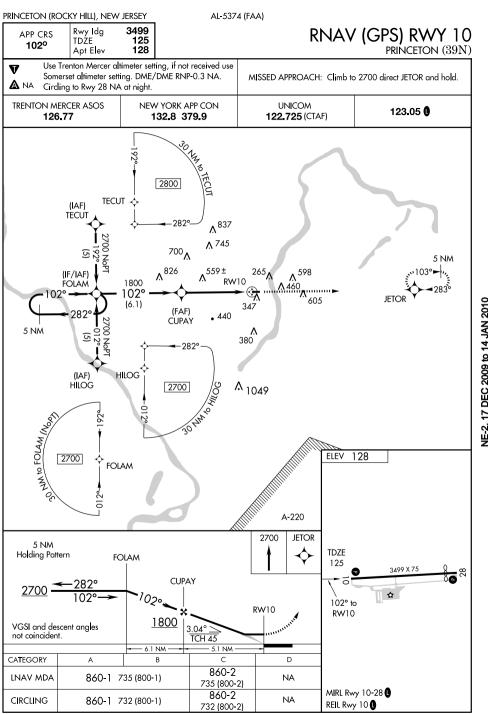


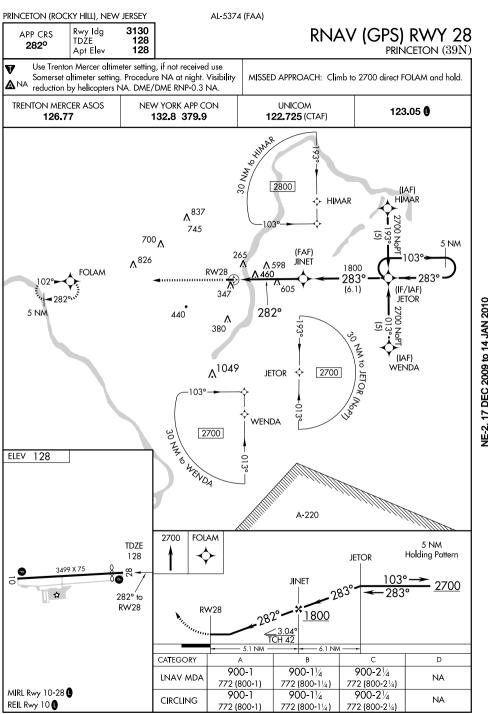


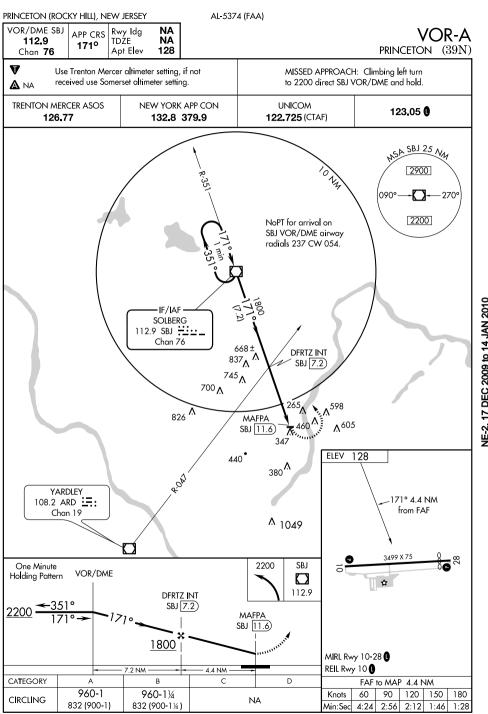
PEDRICKTOWN, NE	W JERSEY	AL-9	012 (FAA)	
APP CRS Rwy Ide 254° Rwy Ide TDZE Apt Ele	38		PEDRICK	RNAV (GPS) RWY 25 TOWN/SPITFIRE AERODROME (7N7)
DME/DME RNP-0.3 NA. A NA Use Philadelphia Intl altimeter set		setting.	ing. MISSED APPROACH: Climb to 2600 direct FOMSO and hold.	
PHILADELPHIA ASOS 122.95		PHILADELPH 119.75	IA APP CON 269.25	UNICOM 122.7 (CTAF) (
MODENA MXE	3500 115°	arrivals at MXE ny radials 056 CW 177		4 NM
	Λ 814±	۸ (FA		(IAF) RUUTH 254° 2600 NoPT (IS-/1AF) (IS-/1AF) POVAE
			289±	Procedure NA for arrivals at RUUTH via V123-157 NE bnd.
FOMSO 07 10 25 10 10 10 10 10 10 10 10 10 10 10 10 10	A ₄₈₅		Λ ₁₀₄₉	2600 © Rwy 7 ldg 2221'
2600 FOMSO			4 NM	254° to RW25
↑ ♦	CEI	NAM 254°	074°→ 260 254°	38
CATEGORY	3.03 TCH 30	5.9 NM	VGSI and descent angles not coinciden	t. REIL Rwys 7 and 25
LNAV MDA CIRCLING	580-1 542 (60) 600-1 560 (60)		NA NA	MIRL Rwy 7-25

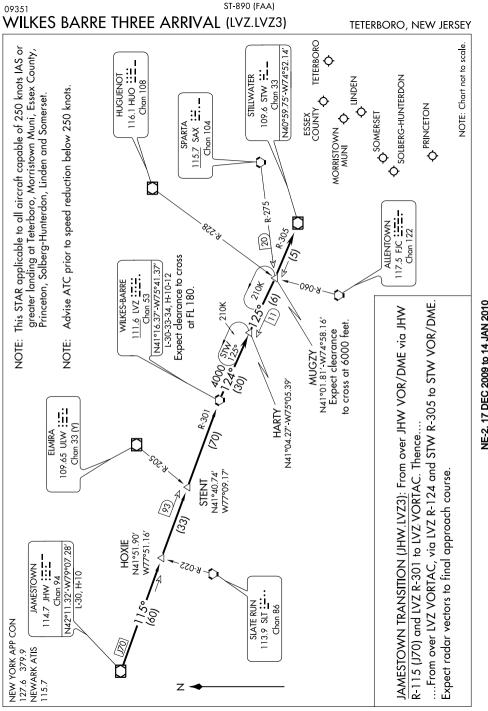


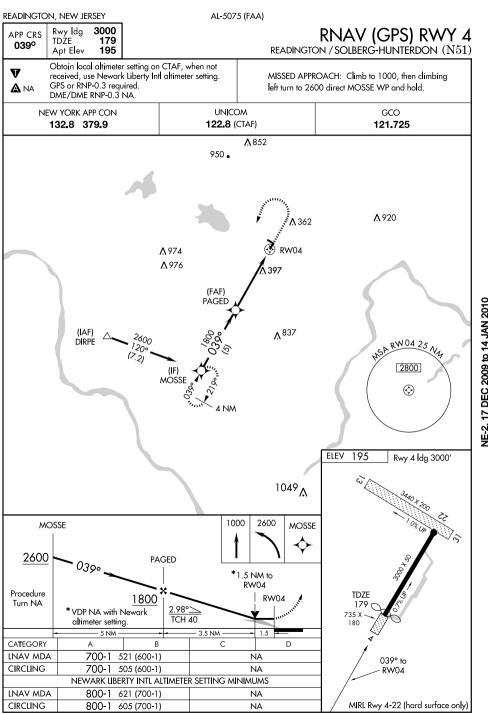


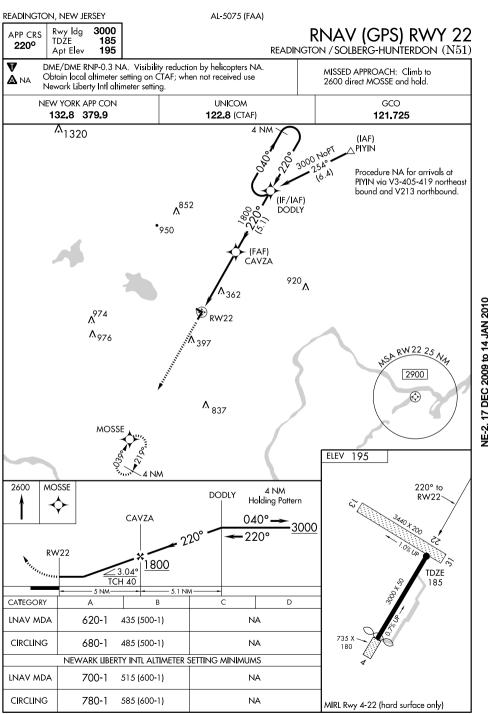


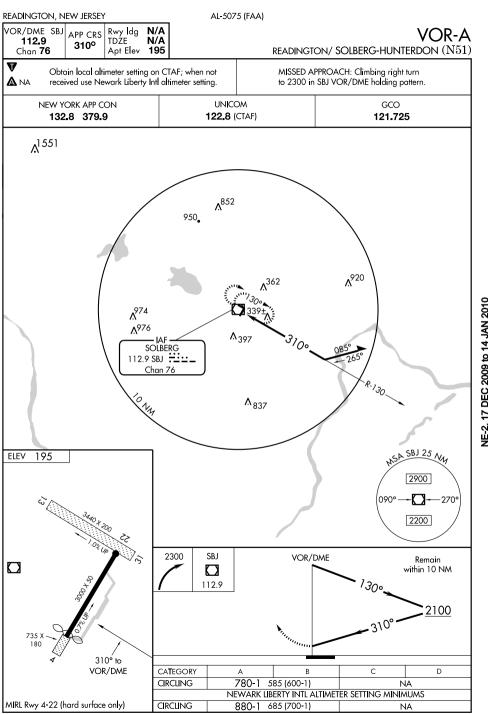


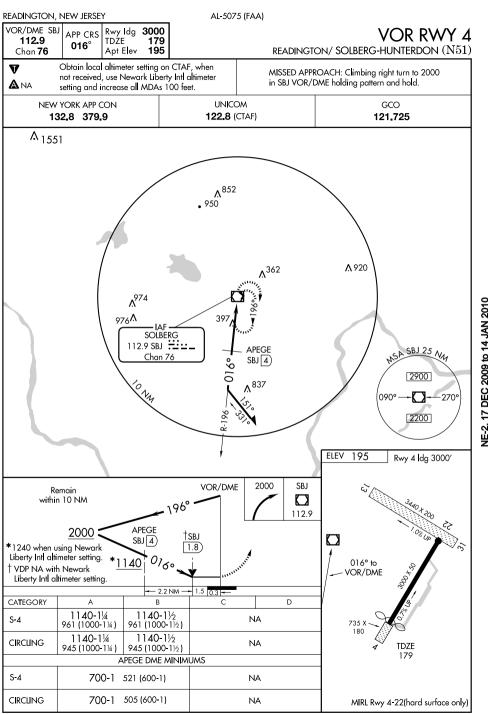


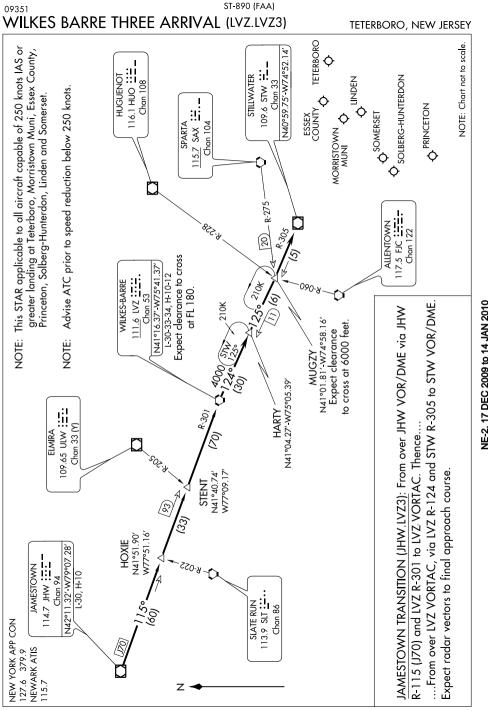


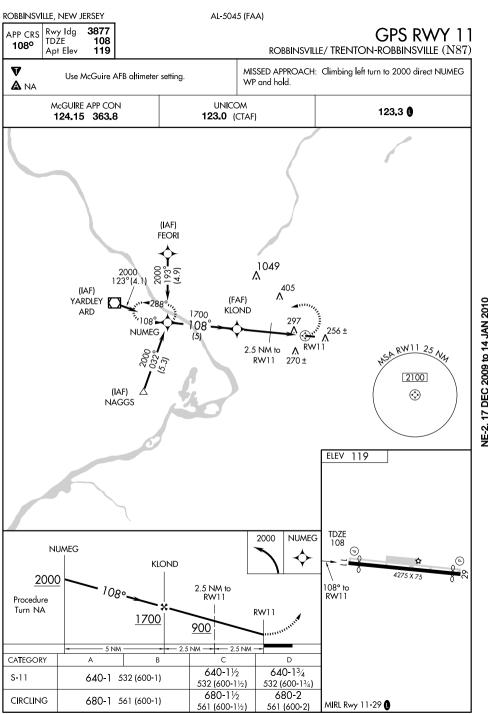


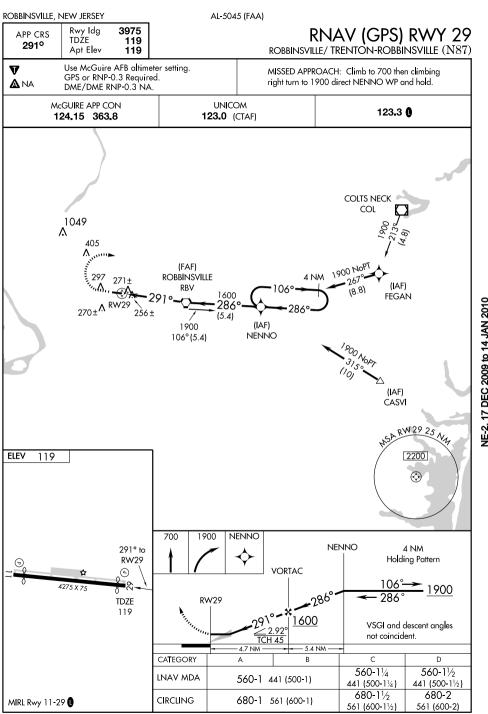










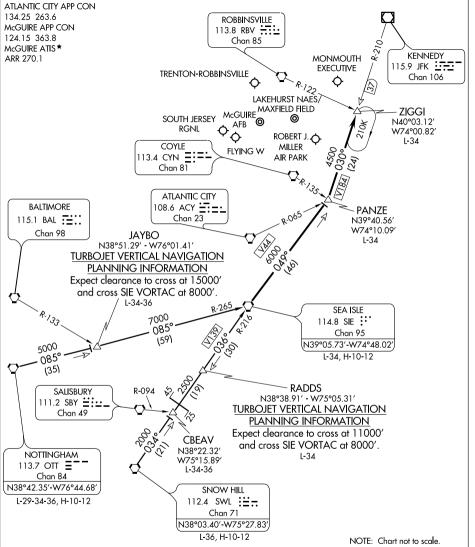


(SIE.SIE4) 08101 SEA ISLE FOUR ARRIVAL

ST-5623 (FAA)

TOMS RIVER, NEW JERSEY

VE-2, 17 DEC 2009 to 14 JAN 2010

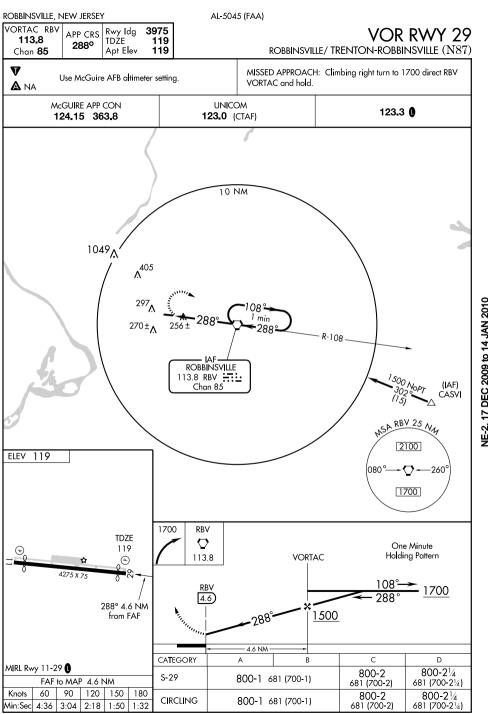


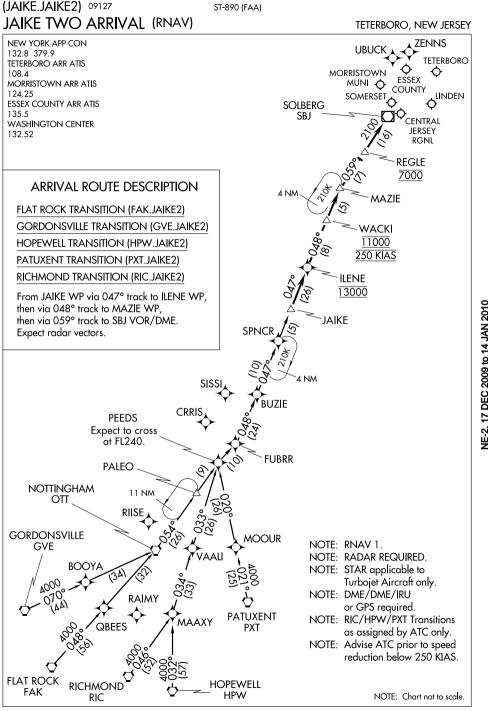
NOTTINGHAM TRANSITION (OTT.SIE4): From over OTT VORTAC via OTT

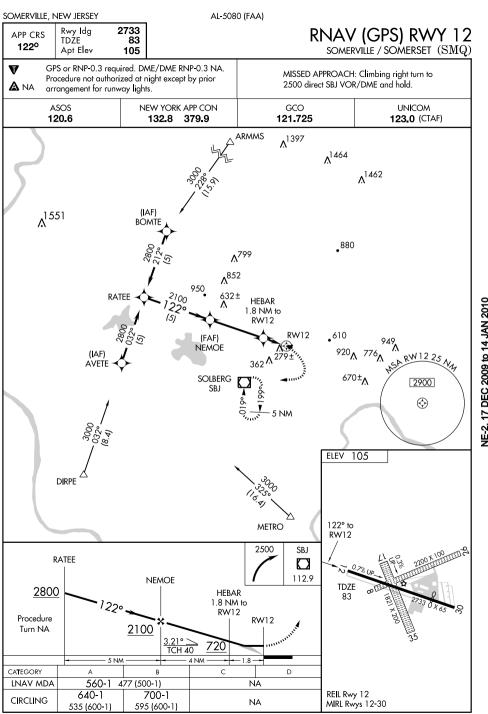
R-085 and SIE R-265 to SIE VORTAC. Thence. . . .

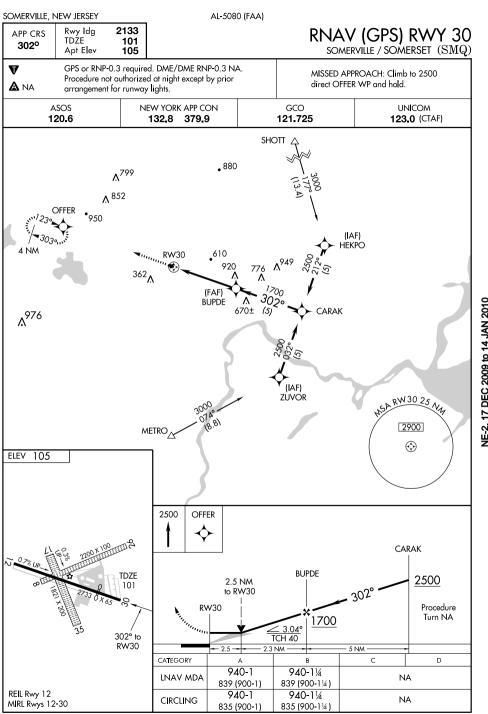
SNOW HILL TRANSITION (SWL.SIE4): From over SWL VORTAC via SWL R-034 and SIE R-216 to SIE VORTAC. Thence. . . .

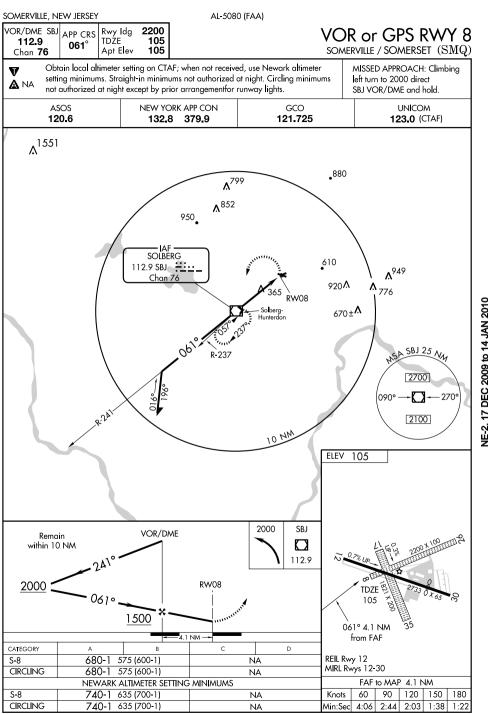
. . . . From over SIE VORTAC via SIE R-049 to PANZE INT. Then via JFK R-210 to ZIGGI INT. Expect radar vectors to final approach course.

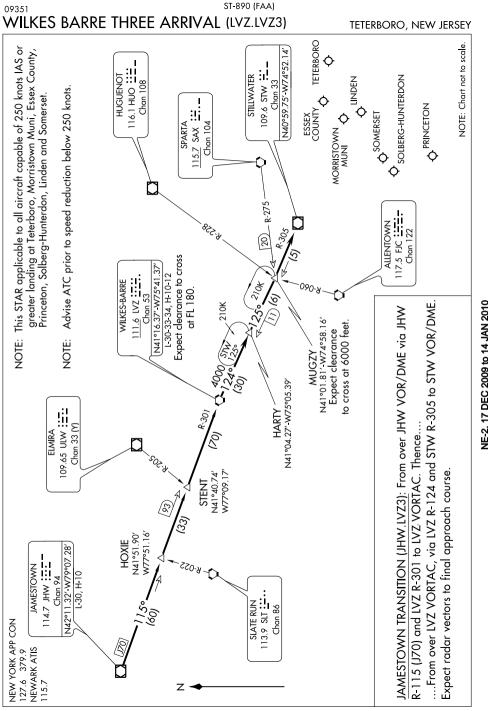


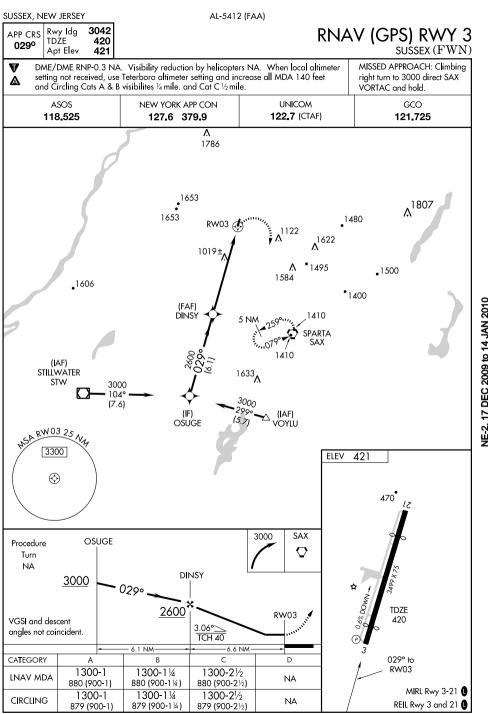


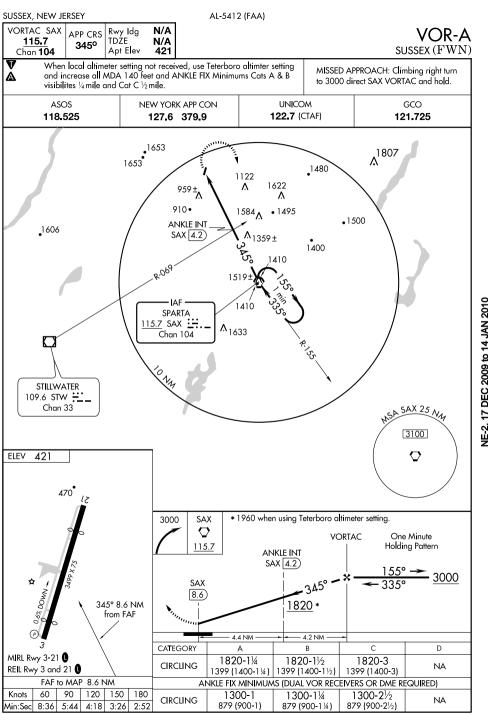


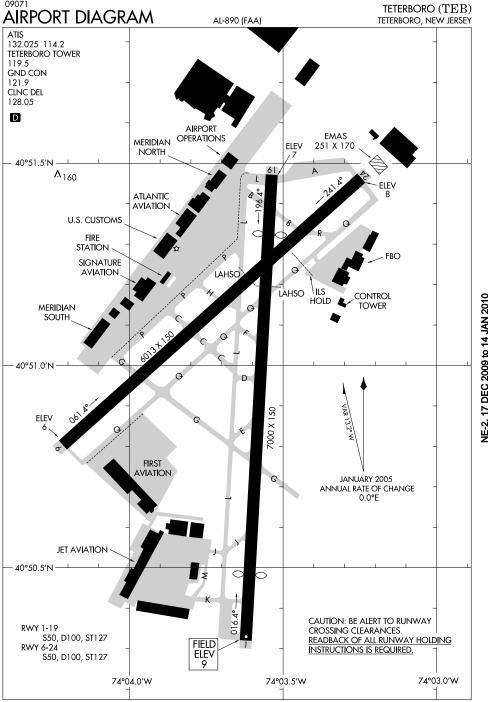


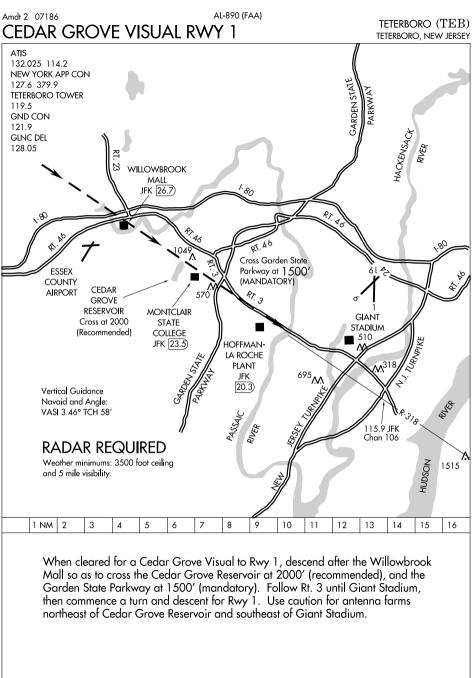


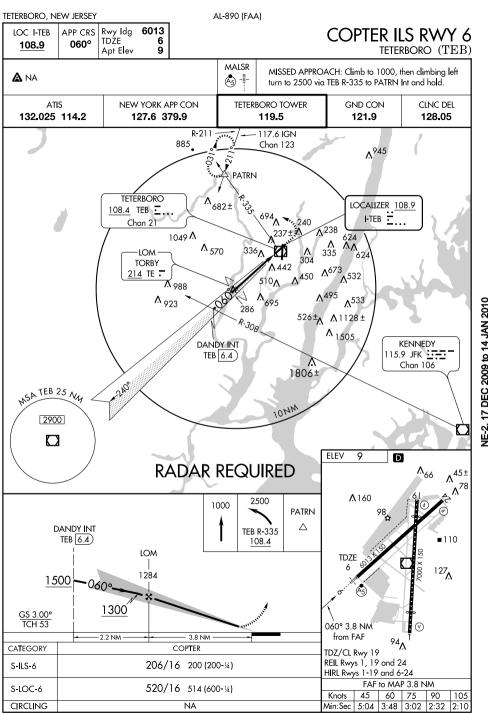


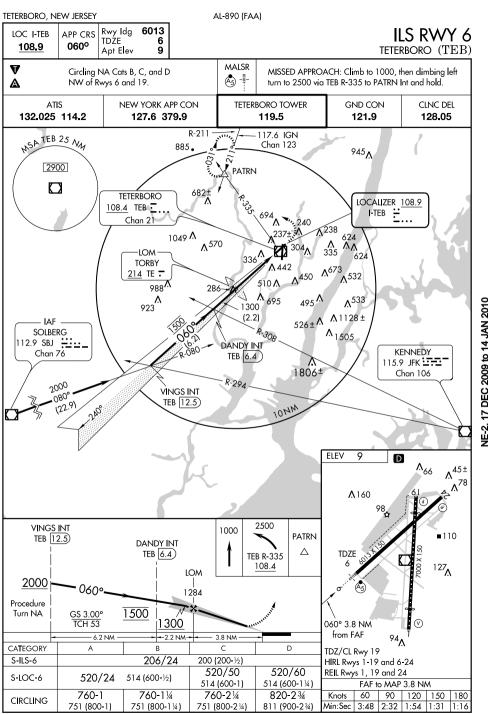


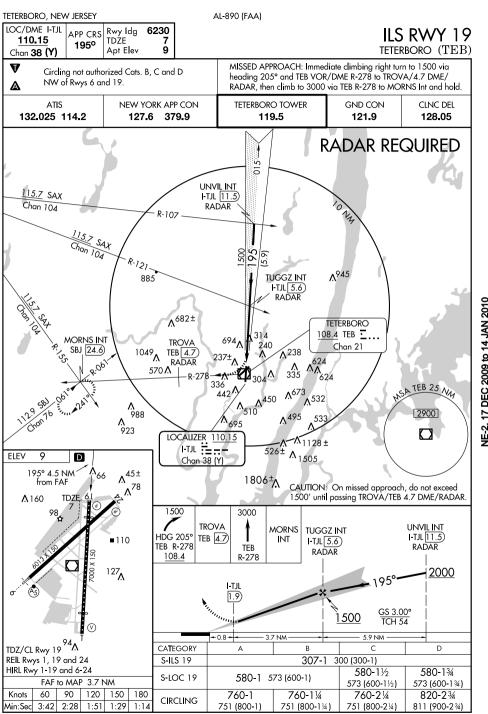


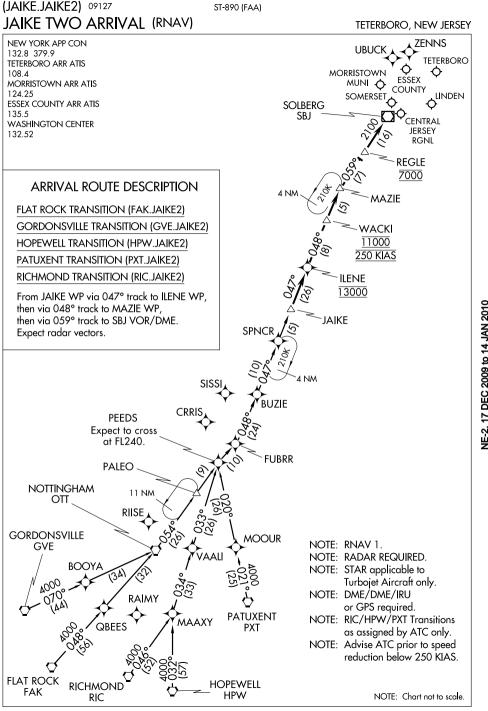


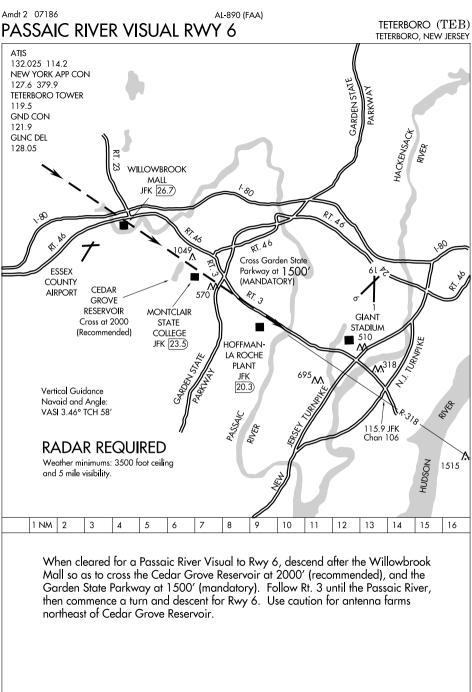


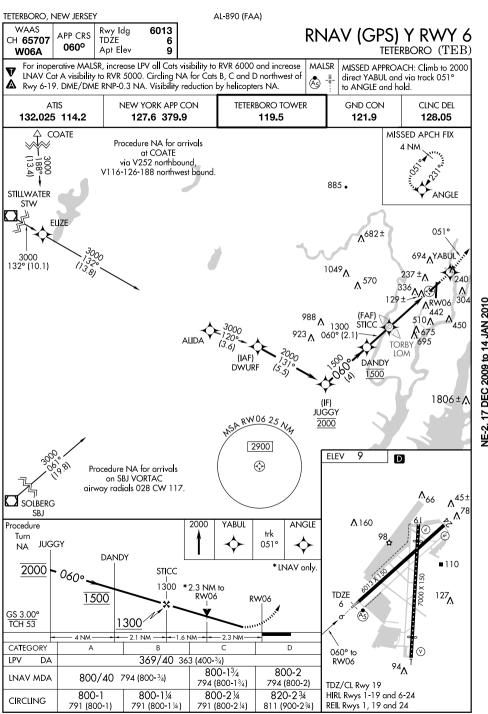


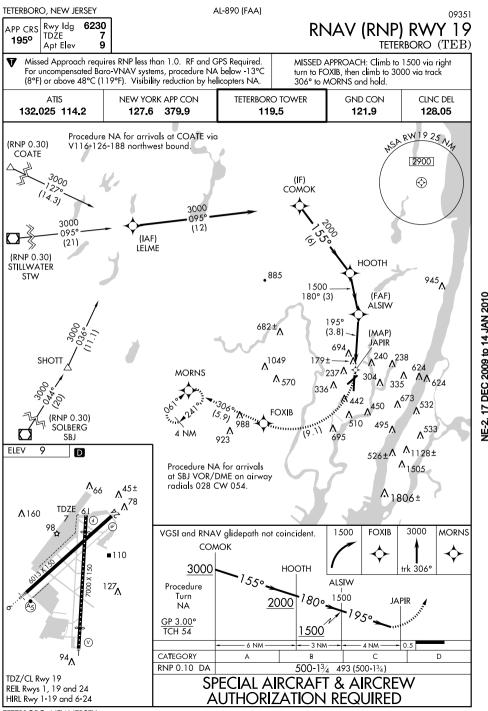


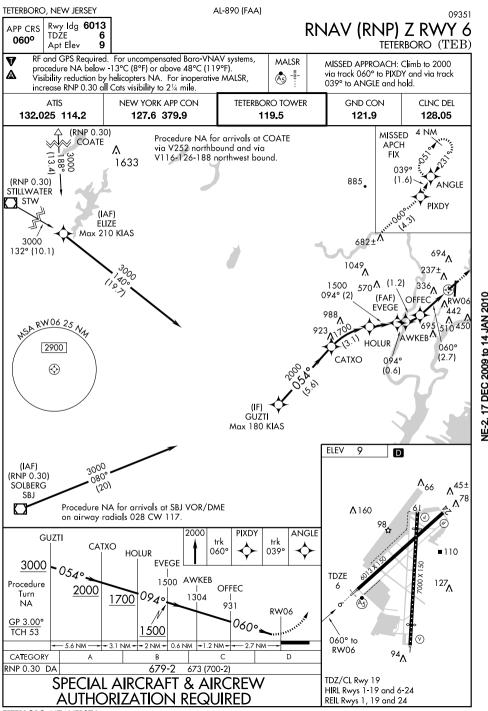


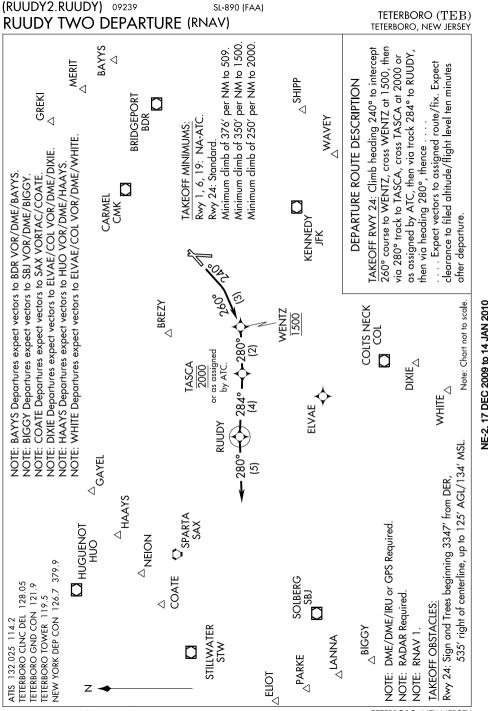












(TEB6.TEB) 09295 TETERBORO (TEB) TETERBORO SIX DEPARTURE SL-890 (FAA) TETERBORO, NEW JERSEÝ TETERBORO CLNC DEL 128.05 HUGUFNOT KINGSTON TETERBORO GND CON 121.9 116.1 HUO <u>∷</u> 117.6 IGN **∺.-**• TETERBORO TOWER 119.5 Chan 108 Chan 123 NEW YORK DEP CON 126.7 379.9 N41°24.58′ N41°39.93 W74°35.50′ W73°49.33' L-33-34. L-33-34, H-10-12 H-10-12 **NEION** CARMEL **GRFKI** N41°13.69' 116.6 CMK =:-GAYFL N41°28.80′ W74°34.85′ HAAYS COATE _ Chan 113 N41°24.40′ W73°18.85′ N41°19 20' N41°08.17' L-33-34. N41°16 80′ ∧ L-33-34, H-10-12 W74°21.43′ W74°28.03′ H-10-12 W74°41.71 W73°34.88' L-33-34, H-10-12 L-33-34 L-33-34, H-10-12 MFRIT L-33-34. N41°22.92′ H-10-12 W73°08.25' SPARTA L-33-34 115.7 SAX ::: BAYYS Ŷ. Chan 104 N41°17.35' N41°04 05 **BREZY** W72°58.28′ W74°32.30′ N41°09.49' L-33-34 L-33-34. W74°08.10′ H-10-12 L-33-34 STILLWATER 109.6 STW <u>∵</u> 280° R.757 Chan 33 <u>6</u> TEB/2.3 2000 N40°59.75′ W74°52.14' BRIDGEPORT NON -DME VE-2, 17 DEC 2009 to 14, IAN 2010 4.5 L-33-34, H-10-12 108.8 BDR =:: AIRCRAFT: **TETERBORO** Chan 25 1500 108.4 TEB **Ξ...** DME AIRCRAFT: N41°09 64' 1500 Chan 21 W73°07.47' N40°50.92 L-33-34, H-10-12 280° W74°03.74′ 1.500 FLIOT L-33-34 R.750. N40°49.11′ 280° 900 W75°07.81′ DEER PARK L-33-34, 117.7 DPK 🞞 🗀 • H-10-12 BROADWAY Chan 124 LA GUARDIA 114.2 BWZ ----N40°47.51′ 113.1 LGA **:=∹:** Chan 89 W73°18.22′ Chan 78 PARKE N40°47.91′ L-33-34, H-10-12 N40°47.02′ N40°40.99' W74°49.31′ W75°04.59′ W73°52.14' L-33-34, H-10-12 **ELVAE** L-33-34, L-33-34, H-10-12 H-10-12 N40°32.78′ W74°16.58′ - R-274 L-33-34 LANNA KENNEDY COLTS NECK 115.9 JFK ::. N40°33.58' 115.4 COL ==== W75°01.66' Chan 106 Chan 101 L-33-34. N40°37.97' SOLBERG N40°18.70′ H-10-12 W73°46.28′ 112.9 SBJ **∷**∴ W74°09.59′ L-33-34, H-10-12 Chan 76 L-34, H-10-12 R-192 N40°34.98 **BIGGY** WAVEY W74°44.51′ DIXIF N40°25.18' N40°14.08′ L-33-34, H-10-12 N40°05.93' W74°58.36' W73°23.66' W74°09.78′ L-33-34, H-10-12 L-34 L-34 Note: RADAR Required. WHITE Note: DME Required for N40°00.41' (NARRATIVE ON FOLLOWING PAGE) Take-off Rwy 1, 6. W74°15.08′ TAKE-OFF MINIMUMS: L-34. H-10-12 Rwy 1, 6: Standard with minimum climb of 500' per NM to 1500. Rwy 19: 600-21/4 or Standard with minimum climb of 352' per NM to 700. Rwy 24: Standard. ATC climb of 360' per NM to 1500. Note: Chart not to scale.

TETERBORO (TEB) SL-890 (FAA) TETERBORO, NEW JERSEY

TETERBORO SIX DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 1/6: Climb to 2000 via heading 040° to TEB 2.3 DME, then

V

(TEB6.TEB) 09239

climbing left turn via heading 280°, maintain 2000, thence . . . TAKE-OFF RUNWAY 19: Climb heading 195° to 900, then climbing right turn to 2000

via heading 280°, maintain 2000, thence . . . TAKE-OFF RUNWAY 24: Climb heading 240° to 1500 then climbing right turn via heading 280°, cross TEB 4.5 DME at 1500 (non-DME Aircraft cross COL R-011 at 1500), maintain 2000, thence

. . . . as per notes or via vector to assigned route/fix. Expect clearance to filed altitude/flight level ten minutes after departure.

PROCEDURAL NOTES:

BAYYS departures expect vectors to BDR/BDR R-054. BIGGY departures expect vectors to SBJ/SBJ R-237.

BREZY departures expect vectors to IGN R-217 to BREZY. COATE departures expect vectors to SAX/SAX R-311.

ELIOT departures expect vectors to SAX R-252. GAYEL departures expect vectors to DPK R-320.

GREKI departures expect vectors to CMK/CMK R-057. HAAYS departures expect vectors to HUO.

LANNA departures expect vectors to SBJ/SBJ R-274.

MERIT departures expect vectors to LGA R-055. NEION departures expect vectors to LGA R-322. PARKE departures expect vectors to BWZ R-250.

WAVEY departures expect vectors to JFK/JFK R-156. WHITE/DIXIE departures expect vectors to COL R-350 or ELVAE/COL. Thence WHITE via COL R-204 or DIXIE via COL R-192.

TAKE-OFF OBSTACLES:

Rwy 1: Vents and trees beginning 195' from DER, 507' left of centerline, up to 73'

AGL/82' MSL. Poles and trees beginning 903' from DER, 136' right of centerline, up to 44' AGL/53' MSL.

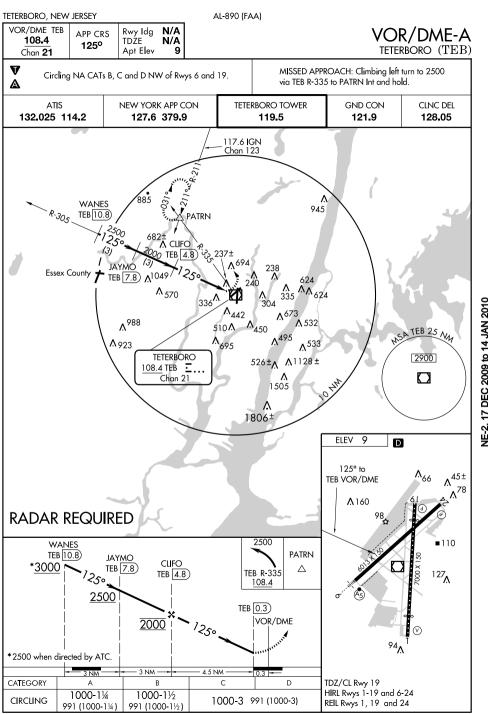
Rwy 6: Sign, poles, buildings and trees beginning 235' from DER, 10' left of centerline, up to 106' AGL/115' MSL. Building, poles and trees beginning 335' from DER, 101' right of centerline, up to 92' AGL/101' MSL.

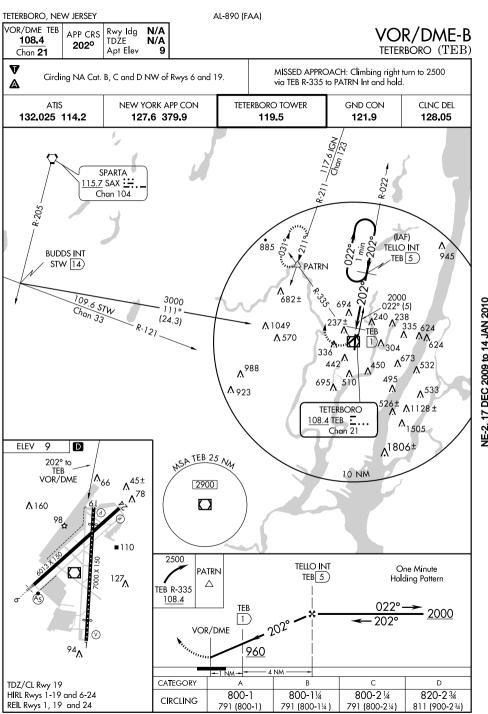
Rwy 19: Vent on building and trees beginning 215' from DER, 1' left of centerline, up to

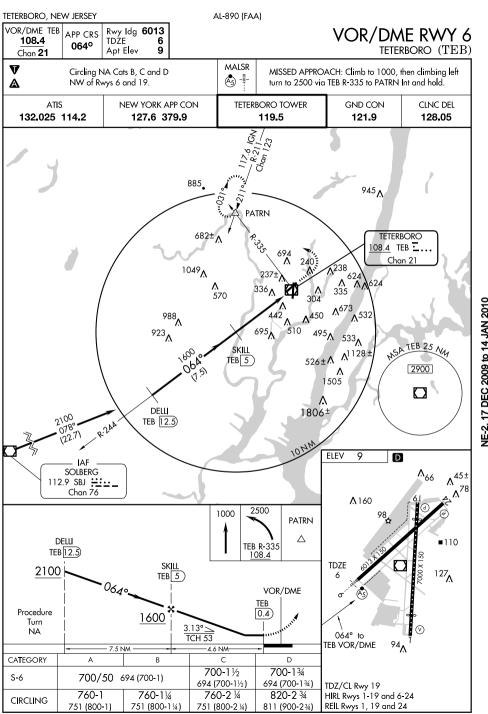
77' AGL/86' MSL. Blast fence, poles, and trees beginning 185' from DER, 117' right of centerline, up to 83' AGL/92' MSL. Tower 1.9 NM from DER, 1621' right of centerline, 500' AGL'/510' MSL.

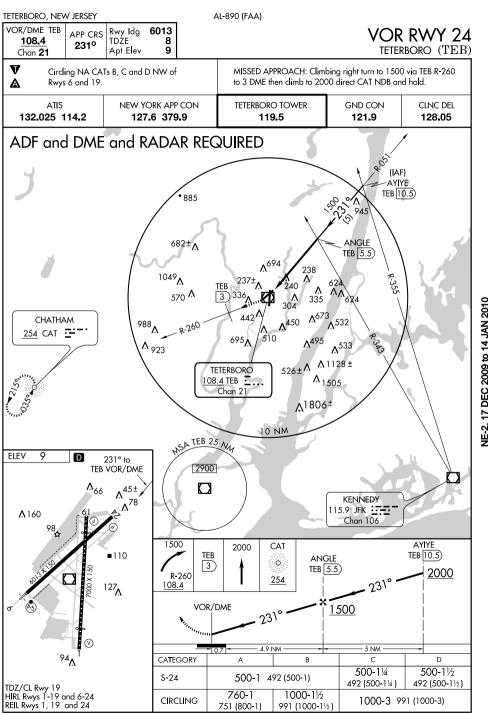
Rwy 24: Sign and trees beginning 3347' from DER, 535' right of centerline, up to 125' AGL/134' MSL.

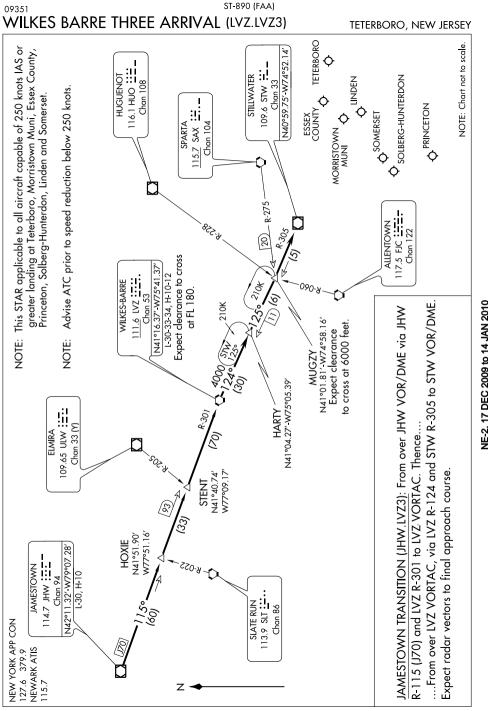
NE-2, 17 DEC 2009 to 14 JAN 2010

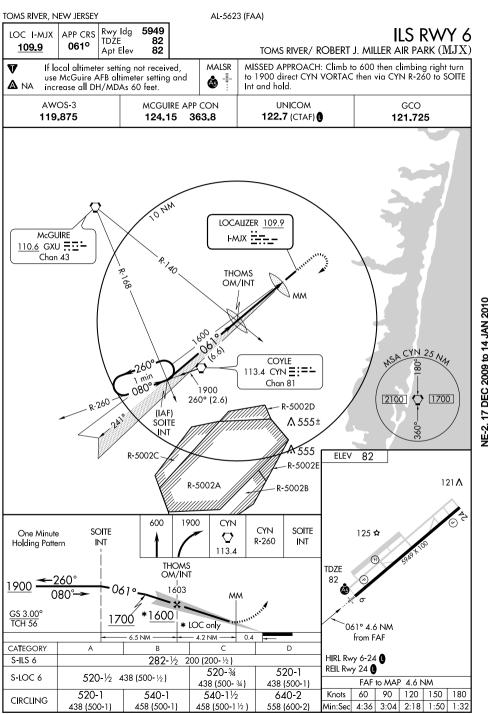










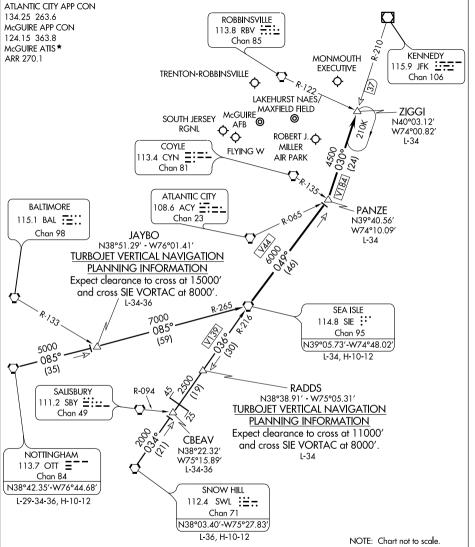


(SIE.SIE4) 08101 SEA ISLE FOUR ARRIVAL

ST-5623 (FAA)

TOMS RIVER. NEW JERSEY

VE-2, 17 DEC 2009 to 14 JAN 2010

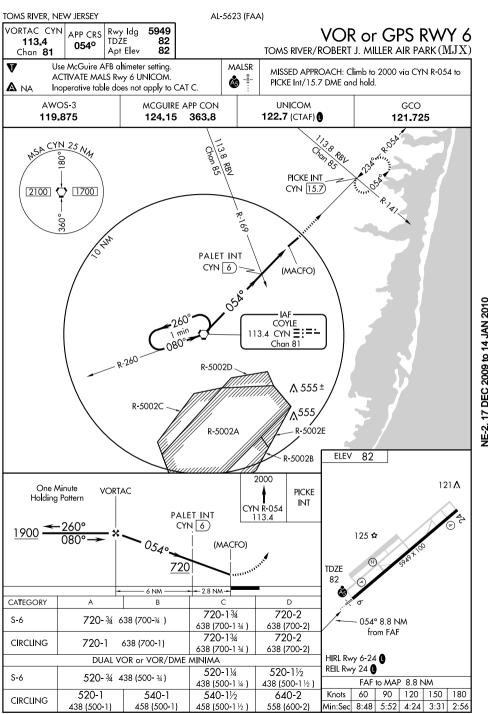


NOTTINGHAM TRANSITION (OTT.SIE4): From over OTT VORTAC via OTT

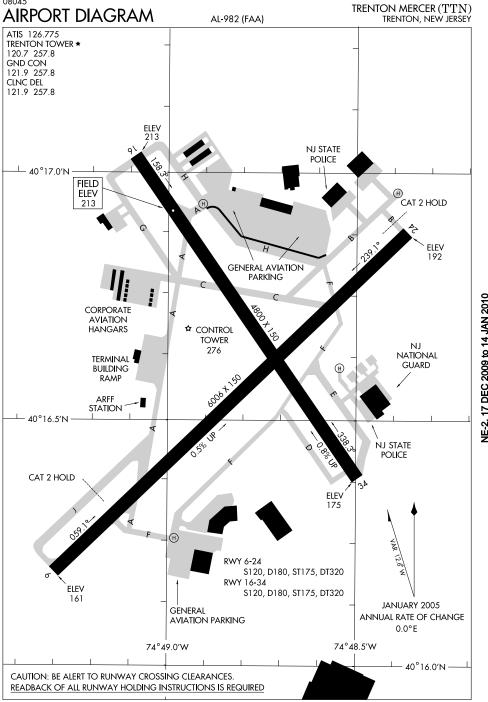
R-085 and SIE R-265 to SIE VORTAC. Thence. . . .

SNOW HILL TRANSITION (SWL.SIE4): From over SWL VORTAC via SWL R-034 and SIE R-216 to SIE VORTAC. Thence. . . .

. . . . From over SIE VORTAC via SIE R-049 to PANZE INT. Then via JFK R-210 to ZIGGI INT. Expect radar vectors to final approach course.

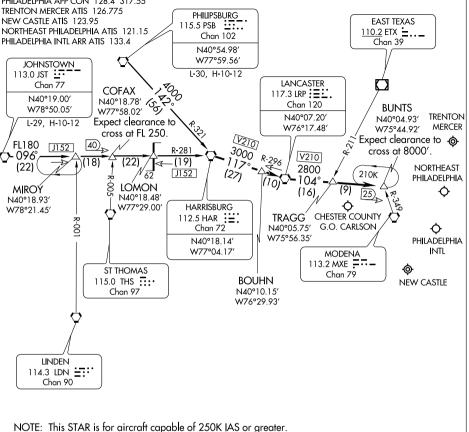


TOMS RIVER, N	EW JERSEY		AL-5623 (FA	\ A)				
VORTAC CYN 113.4 Chan 81	2240	Rwy Idg 5949 IDZE 82 Apt Elev 82					RWY 2	
▼ Use McGuire AFB altimeter setting.				MISSED APPROACH: Climbing left turn to 2000 via CYN R-054 to PICKE Int and hold.				
AWOS-3 MCGUIRE 119.875 124.15			APP CON 363.8	UNICOM GCO 122.7 (CTAF) 121.725				
ROBBINSVILLE 113.8 RBV ::::: Chan 85 AYCEE INT CYN 15.7 RW24 A179± 10 NM ELEV 82 234° 6 NM								
2000 PICKE INT CYN 15.7 AYCEE INT CYN 15.7 A					125 \$	1	from FAF 121 A DEL TOZE 82	!
CATEGORY	А	В	С	D	& O	•		
S-24	640-	1 558 (600-1)	640-1½ 558 (600-1½)	640-1 ³ / ₄ 558 (600-1 ³ / ₄)	C. Million			
CIRCLING	640-1 558 (600-1)			640-2	1			
558 (600-1½) 558 (600-2)						-24 📭		
DUAL VOR OR DME MINIMUMS HIRL Rwy 6-24 () REIL Rwy 24 ()								
S-24		480-1 398 (400		480-1¼ 398 (400-1¼)		FAF to MAI		1
CIRCLING	540-1	458 (500-1)	540-1½ 458 (500-1½)	640-2 558 (600-2)		00 4.00	120 150 180 3:00 2:24 2:0	



NOTE: Chart not to scale.

BUNTS ONE ARRIVAL PHILADELPHIA APP CON 128.4 317.55



JOHNSTOWN TRANSITION (JST.BUNTS1):

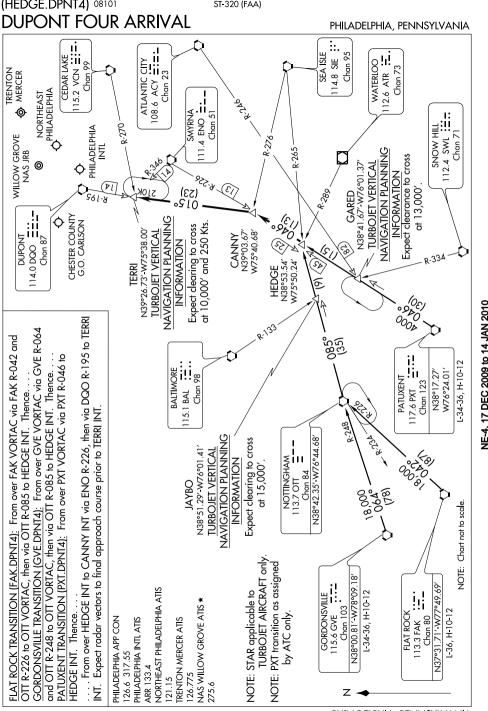
PHILIPSBURG TRANSITION (PSB.BUNTS1):

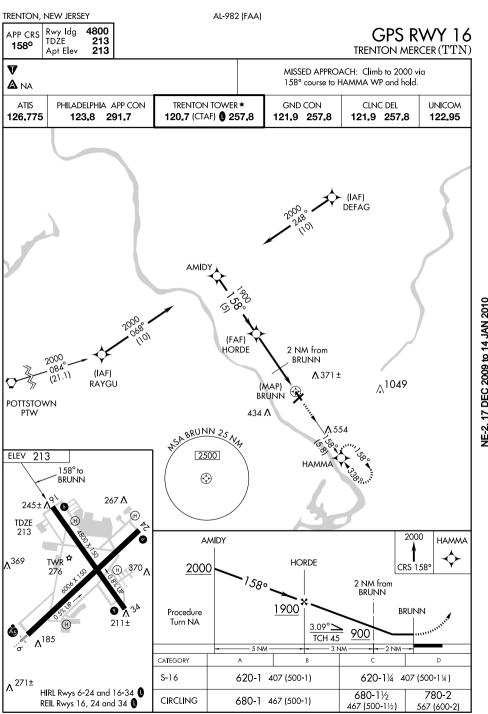
PHILIPSBURG TRAINSHION (PSB.BUINTS)

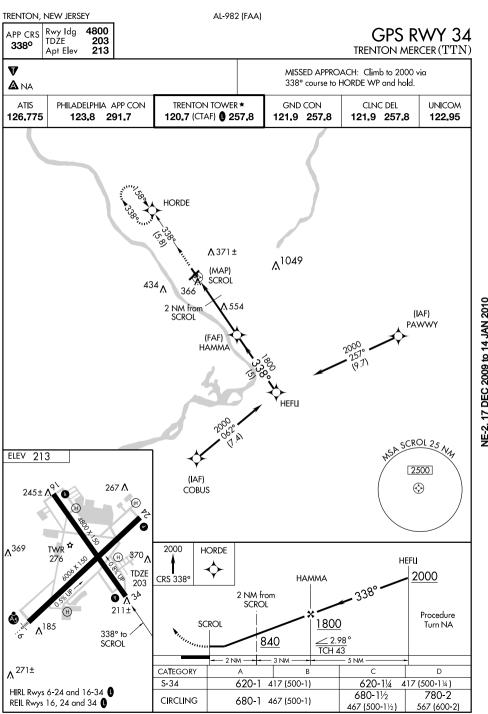
From over HAR VORTAC via HAR R-117 (V210) and LRP R-296 to LRP VORTAC, thence via LRP R-104 (V210) to BUNTS INT. Expect radar vectors to final approach course.

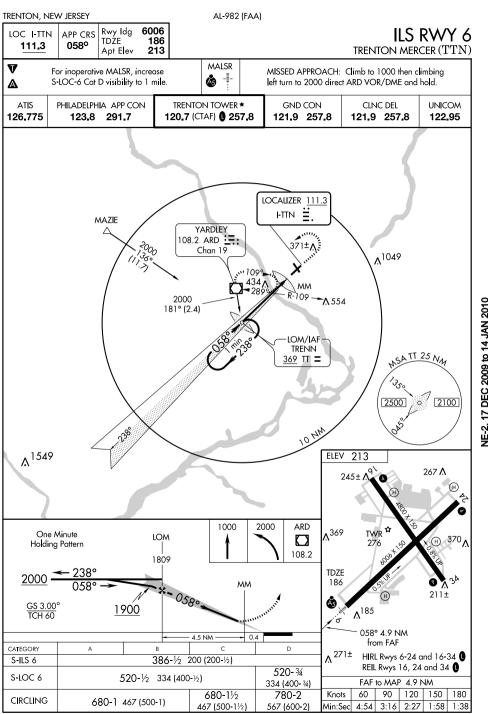
(VCN. VCN8) 07298 ST-320 (FAA) CEDAR LAKE EIGHT ARRIVAL PHILADELPHIA, PENNSYLVANIA PHILADELPHIA APP CON ♠TRENTON MERCER 126.6 317.55 WILLOW GROVE PHILADELPHIA INTL ATIS NAS JRB ARR 133.4 0 CEDAR LAKE NORTHEAST PHILADELPHIA ATIS 115.2 VCN **∷:=**• 121.15 Chan 99 TRENTON MERCER ATIS NORTHEAST 126.775 N39°32.26′-W74°58.03′ CHESTER COUNTY PHILADEI PHIA NAS WILLOW GROVE ATIS★ G.O. CARLSON 275.6 PHILADELPHIA TURBOJET VERTICAL **NEW CASTLE ATIS** INTI NAVAGATION PLANNING 123.95 INFORMATION Aircraft landing PHL expect to cross VCN at 8000'. 1900 **NEW CASTLE** *3*07° 1900 R-101 210K) 281° WOODSTOWN BRIGS (38)112.8 OOD **Ξ**...= N39°31.41′ W74°08.33′ Chan 75 L-34 N39°38.16′-W75°18.18 H-10-12 SEA ISLE 114.8 SIE ::: Chan 95 N39°05.73′-W74°48.02′ RADDS N38°38.91' W75°05.31' SNOW HILL 112.4 SWL ::-Chan 71 N38°03.40′-W75°27.84′ L-36, H-10-12 NOTE: Chart not to scale. BRIGS TRANSITION (BRIGS.VCN8): From over BRIGS INT via VCN R-101 to VCN VORTAC. Thence. SNOW HILL TRANSITION (SWL.VCN8): From over SWL VORTAC via SWL R-034 and SIE R-216 to SIE VORTAC, then via the SIE R-353 and VCN R-174 to VCN VORTAC. Thence. . .From over VCN VORTAC: Turbojets expect radar vectors to final approach course. Non-Turbojets continue via the VCN R-301 and the OOD R-121 to OOD VORTAC; expect radar vectors to final approach course.

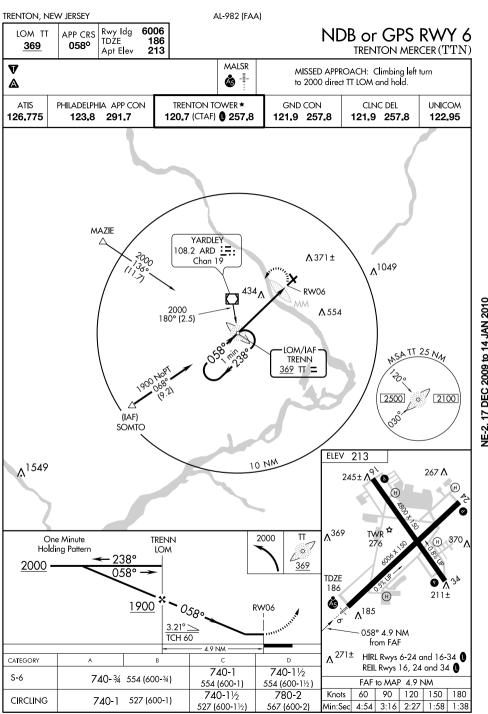
NE-4, 17 DEC 2009 to 14 JAN 2010

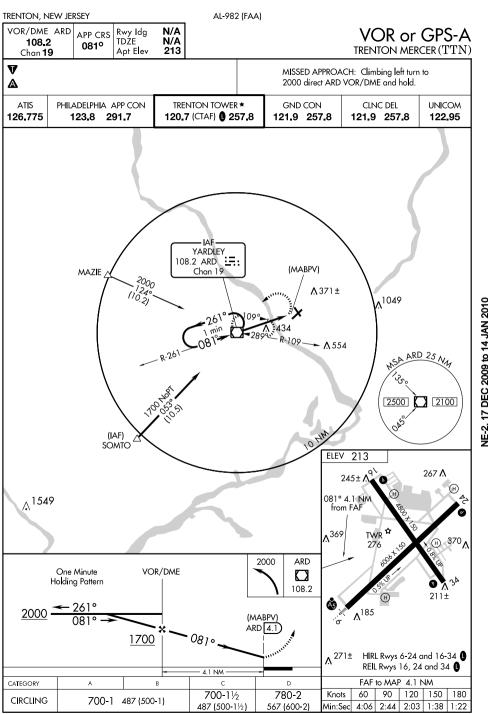


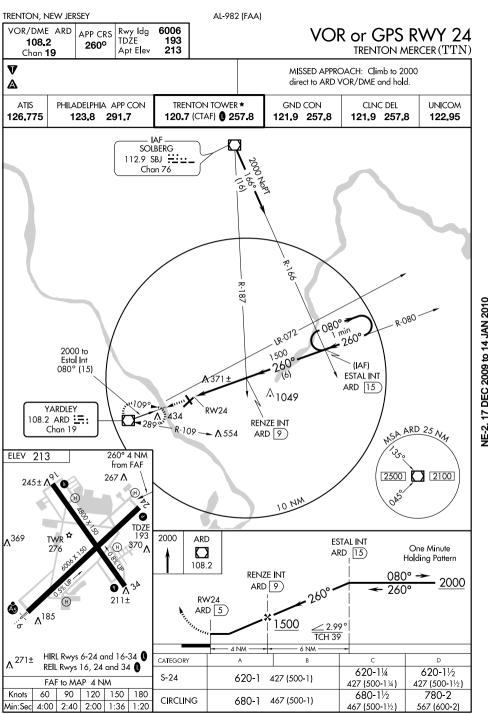


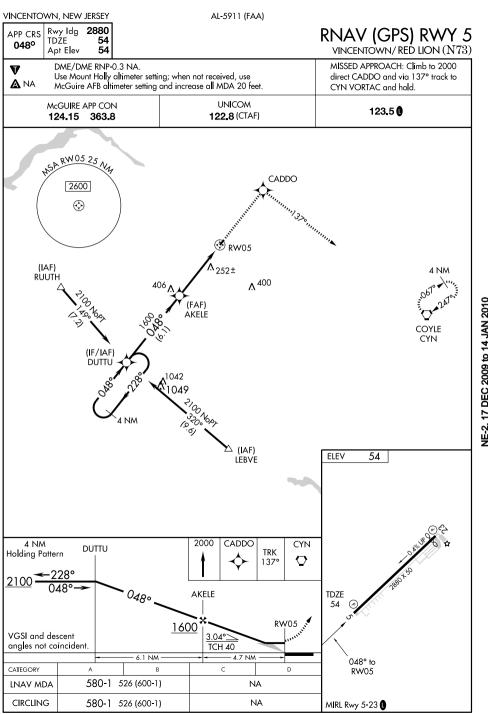


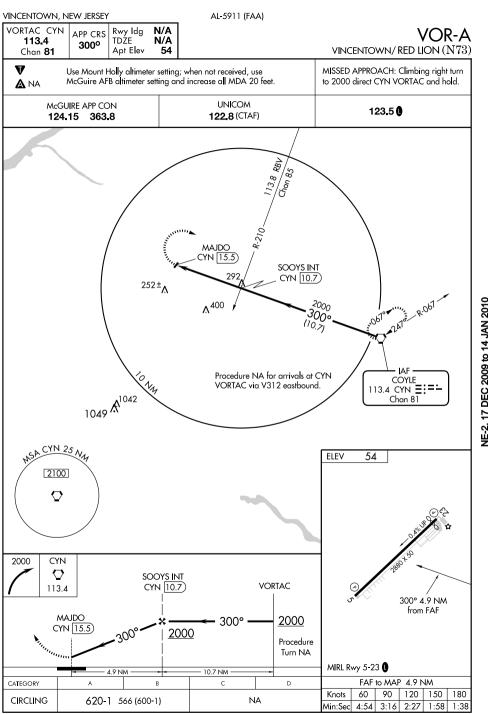


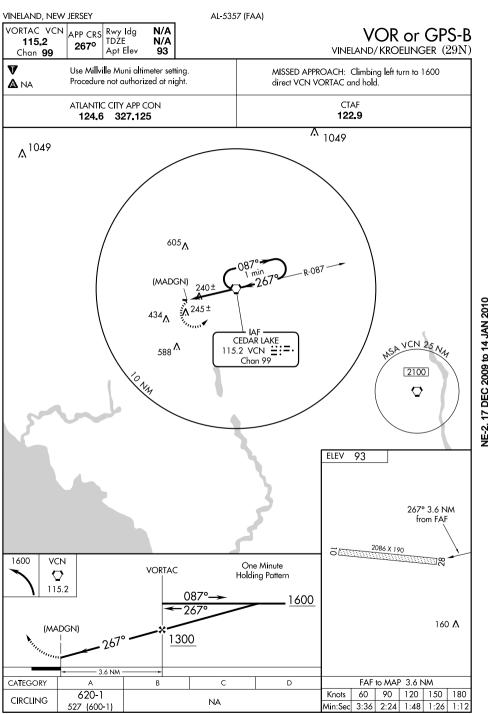


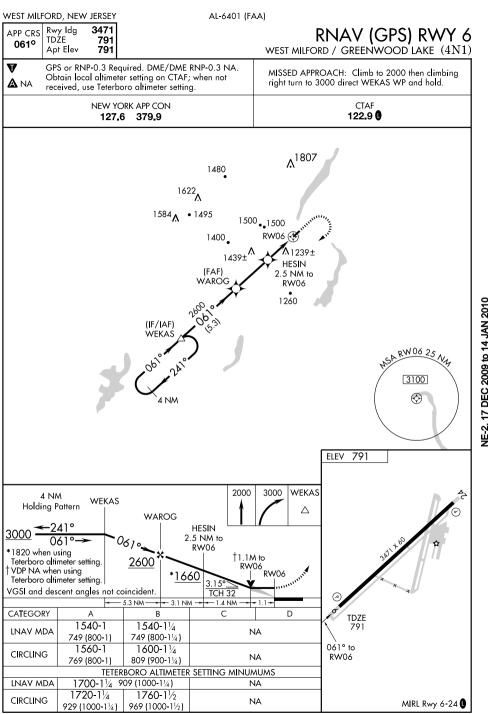


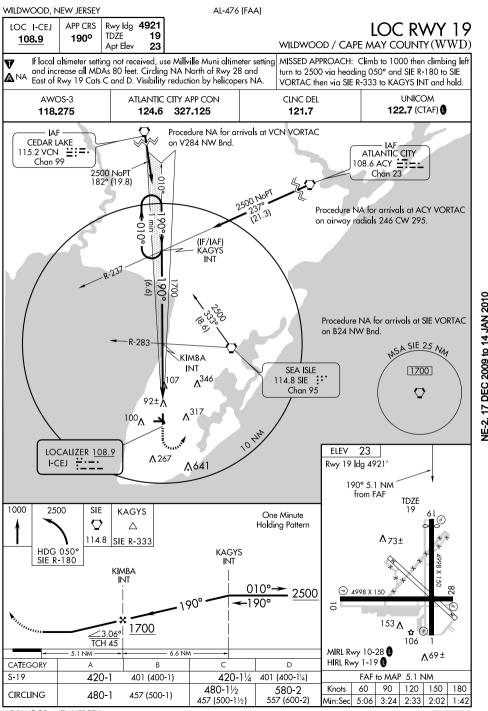


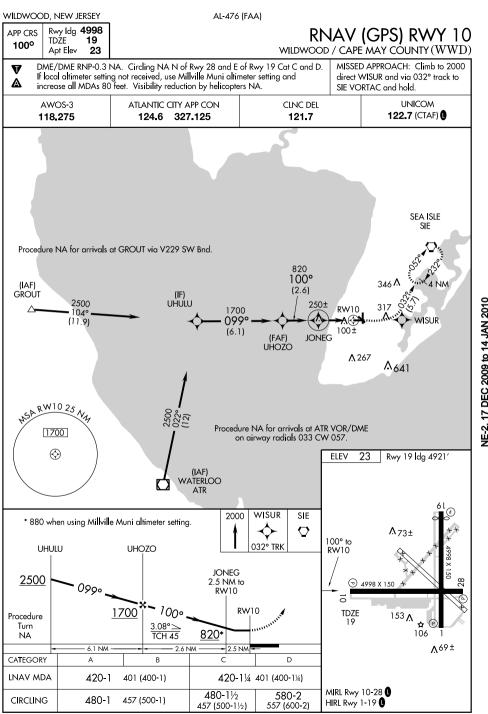


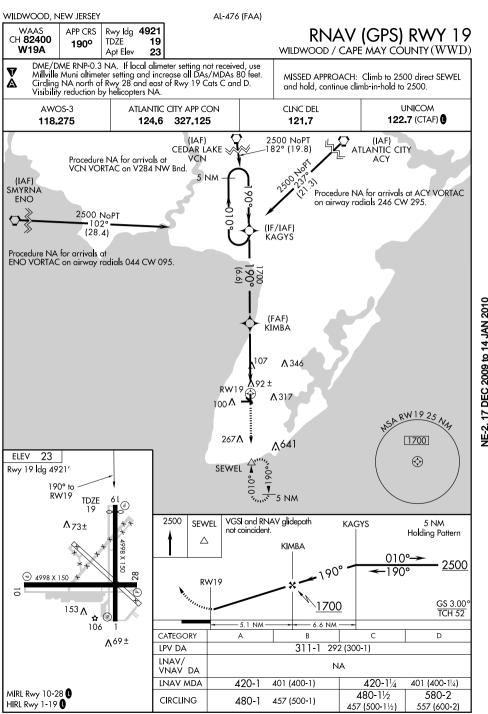


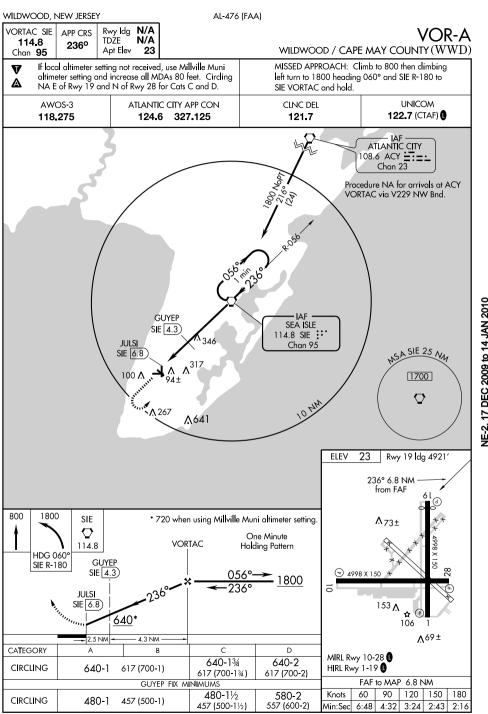


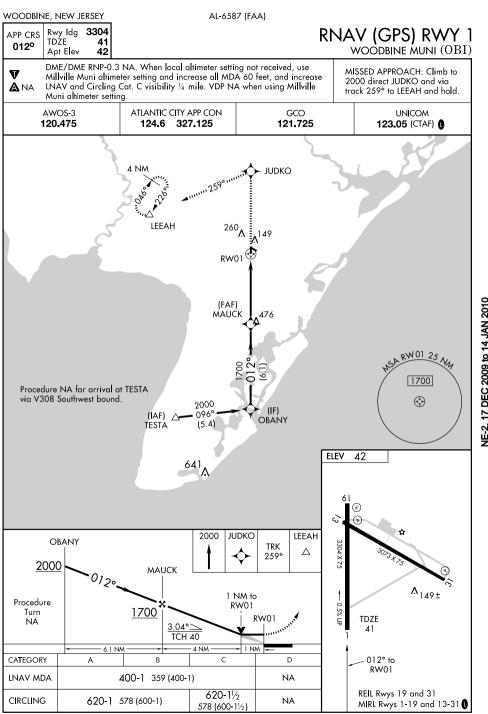


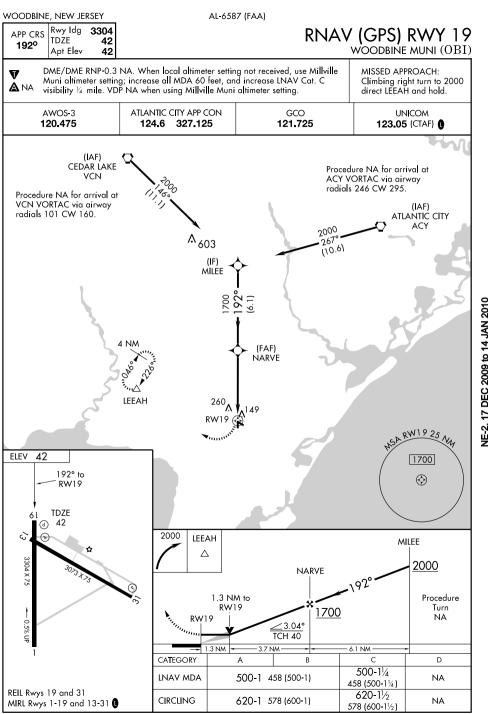


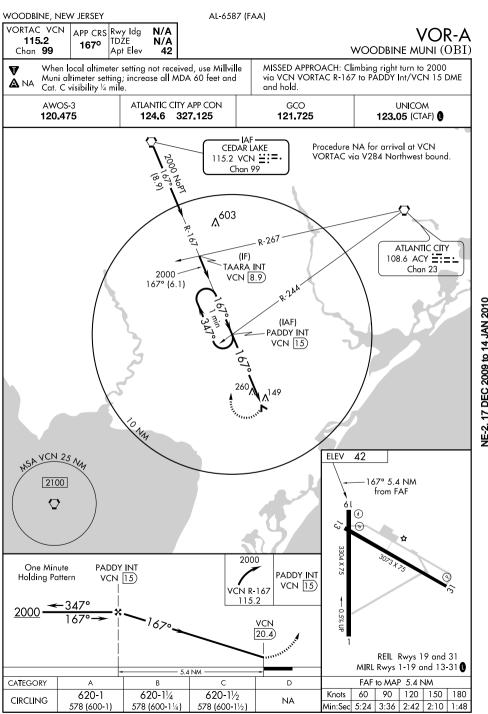


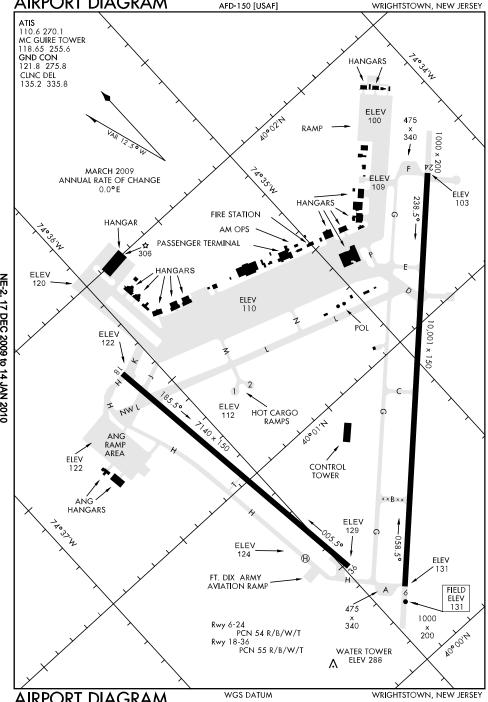


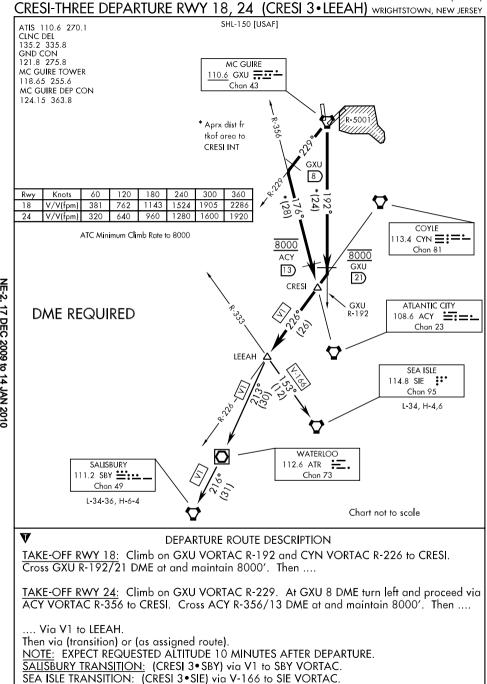




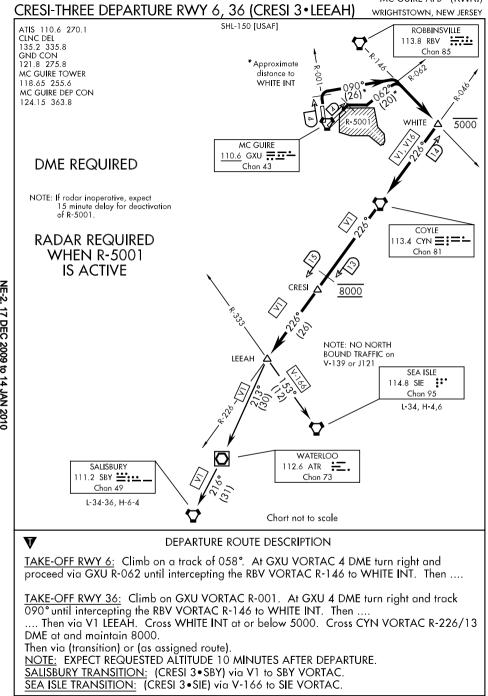






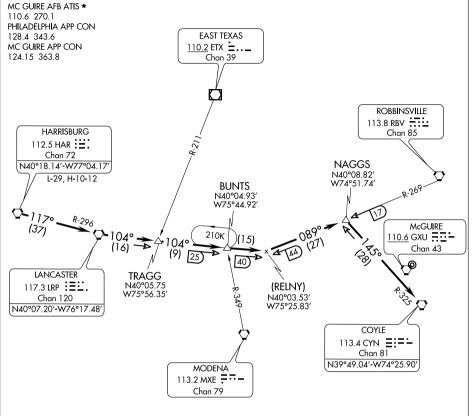


CRESI-THREE DEPARTIER RWY 18 24 (CRESI 3 • I FEAH) WRIGHTSTOWN, NEW JERSEY



CRESI-THREE DEPARTURE RWY 6, 36 (CRESI 3 • LEEAH) WRIGHTSTOWN, NEW JERSEY

McGUIRF AFB WRIGHTSTOWN, NEW JERSEY



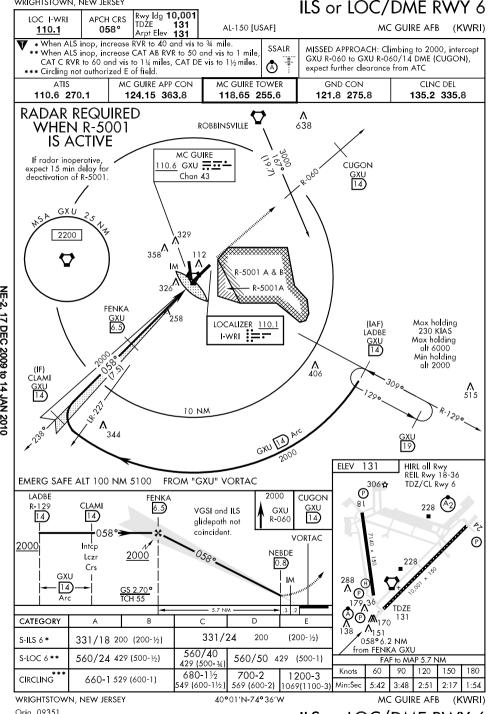
NOTE: Route depicted beyond Naggs Int is for lost communications or radar outage only.

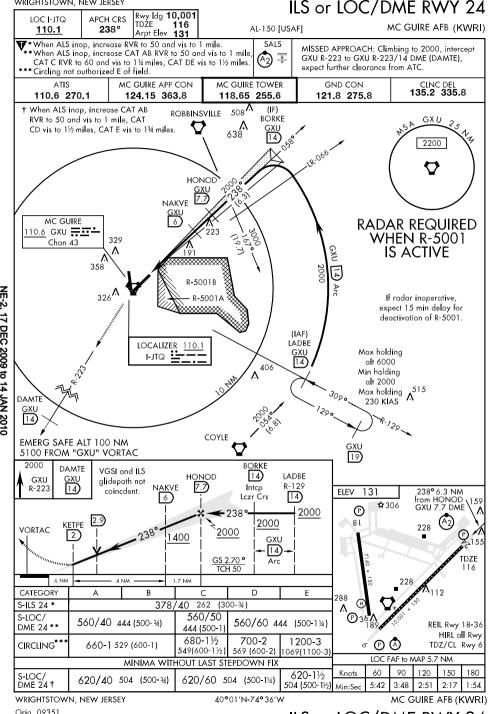
NOTE: Not for use by fighter type aircraft.

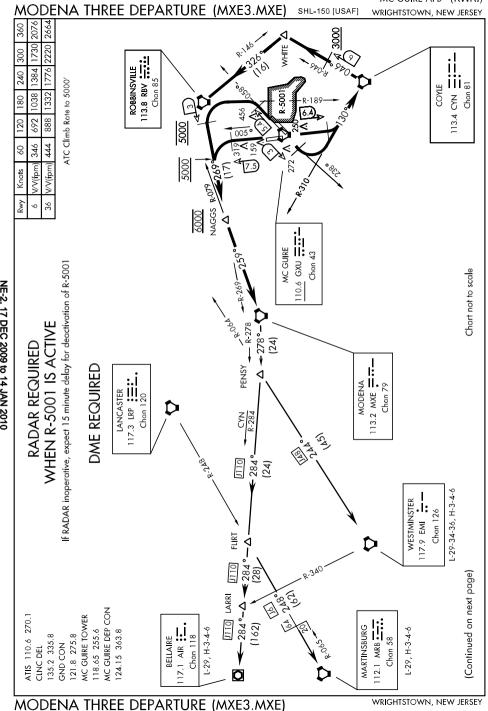
NOTE: Chart not to scale

(HAR.HAR5) 08045

From over HAR VORTAC via HAR R-117 and LRP R-296 to LRP VORTAC. Thence via LRP R-104 to LRP R-104/40 DME and RBV R-269/44 DME. Thence via RBV R-269 to NAGGS Int. Thence via CYN R-325 to CYN VORTAC. Expect radar vector to final approach 8 DME west of GXU VORTAC. Expect descent below 10,000 after HAR VÖRTAC.







to MRB VORTAC.

SHL-150 (USAF)

DEPARTURE ROUTE DESCRIPTION

(Continued)

TAKE-OFF RWY 6: Climb on track of 058°, at GXU VORTAC 5.4 DME turn left to intercept RBV VORTAC R-189 to RBV. Then RBV R-269 to NAGGS. Cross RBV R-269/3 DME at 5000.

Cross NAGGS at and maintain 6000. Thence.....

TAKE-OFF RWY 18: Climb on track 185°, at GXU VORTAC 6.4 DME turn left to intercept CYN VORTAC R-310 to CYN. Then CYN R-046 to WHITE. Cross CYN R-046/6 DME at

or above 3000. Then RBV VORTAC R-146 to RBV. Then RBV R-269 to NAGGS. Cross

RBV R-269/3 DME at 5000. Cross NAGGS at and maintain 6000. Thence..... TAKE-OFF RWY 24: Climb on track of 238°, at GXU VORTAC 3 DME turn left to intercept

CYN VORTAC R-310 to CYN. Then CYN R-046 to WHITE. Cross CYN R-046/6 DME at or above 3000. Then RBV VORTAC R-146 to RBV. Then RBV R-269 to NAGGS. Cross RBV R-269/3 DME at 5000. Cross NAGGS at and maintain 6000. Thence.....

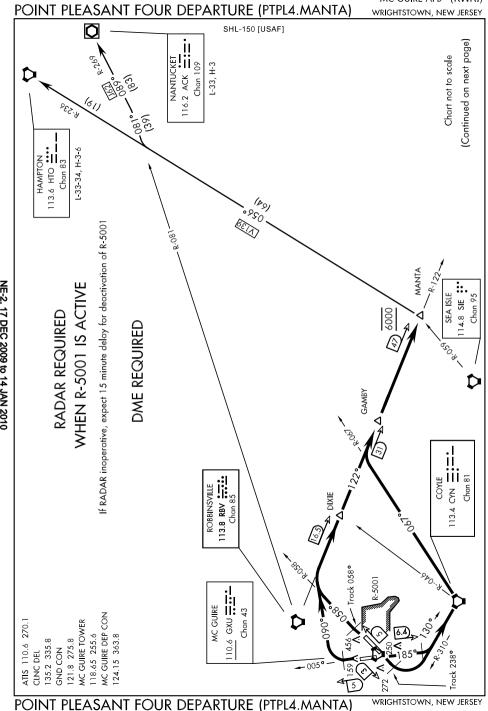
TAKE-OFF RWY 36: Climb on track 005°, at GXU VORTAC 7.5 DME turn left to intercept RBV VORTAC R-269 to NAGGS. Intercept RBV R-269 at 5000. Cross NAGGS at and maintain

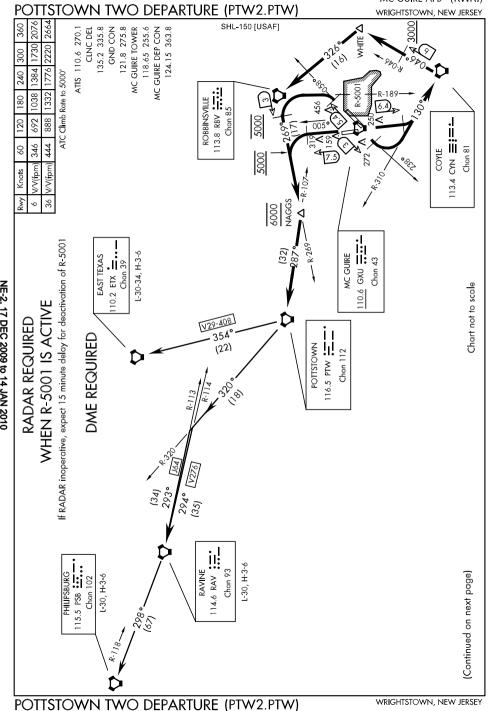
6000. Thence..... Then MXE VORTAC R-079 to MXE. Then via (transition) or (route).

BELLAIRE TRANSITION: (MXE3.AIR) Via MXE R-278 and J110 (CYN R-284) to AIR VOR/DME.

MARTINSBURG TRANSITION: (MXE3.MRB) Via MXE R-278, J110 (CYN R-284) and J6

WESTMINSTER TRANSITION: (MXE3.EMI) Via MXE R-278 and join J48 to EMI VORTAC.





maintain 6000. Thence.....

DEPARTURE ROUTE DESCRIPTION (Continued)

SHL-150 [USAF]

TAKE-OFF RWY 6: Climb on track of 058°, at GXU VORTAC 5.4 DME turn left to intercept

RBV VORTAC R-189 to RBV. Then RBV R-269 to NAGGS. Cross RBV R-269/3 DME at 5000. Cross NAGGS at and maintain 6000. Thence.....

TAKE-OFF RWY 18: Climb on track 185°, at GXU VORTAC 6.4 DME turn left to intercept CYN VORTAC R-310 to CYN. Then CYN R-046 to WHITE. Cross CYN R-046/6 DME at or above 3000. Then RBV VORTAC R-146 to RBV. Then RBV R-269 to NAGGS. Cross RBV R-269/3 DME at 5000. Cross NAGGS at and maintain 6000. Thence.....

TAKE-OFF RWY 24: Climb on track of 238°, at GXU VORTAC 3 DME turn left to intercept CYN VORTAC R-310 to CYN. Then CYN R-046 to WHITE. Cross CYN R-046/6 DME at or above 3000. Then RBV VORTAC R-146 to RBV. Then RBV R-269 to NAGGS. Cross RBV R-269/3 DME at 5000. Cross NAGGS at and maintain 6000. Thence.....

TAKE-OFF RWY 36: Climb on track 005°, at GXU VORTAC 7.5 DME turn left to intercept

RBV VORTAC R-269 to NAGGS. Intercept RBV R-269 at 5000. Cross NAGGS at and

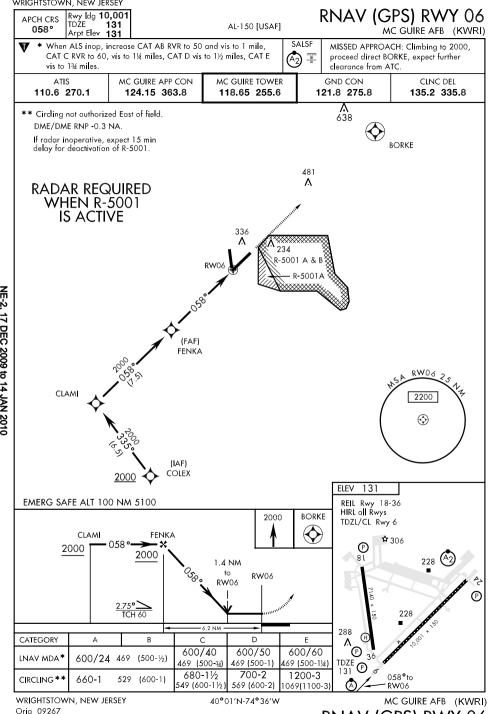
Then PTW VORTAC R-107 to PTW. Then via (transition) or (route).

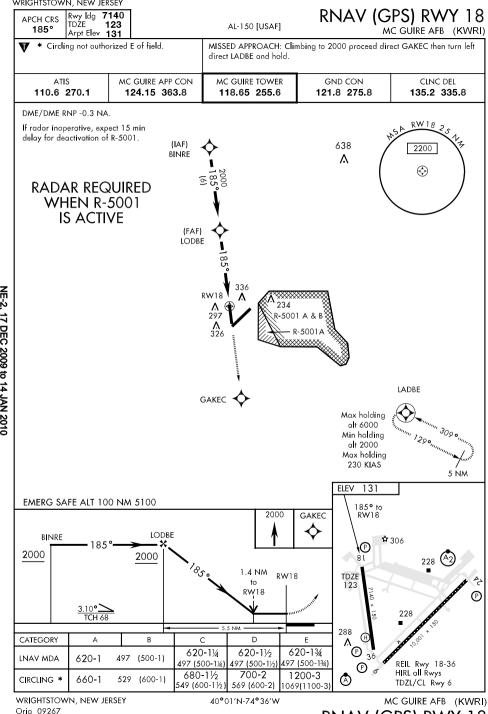
PHILIPSBURG TRANSITION: (PTW2.PSB) Via PTW R-320 and J64 to RAV VORTAC, direct

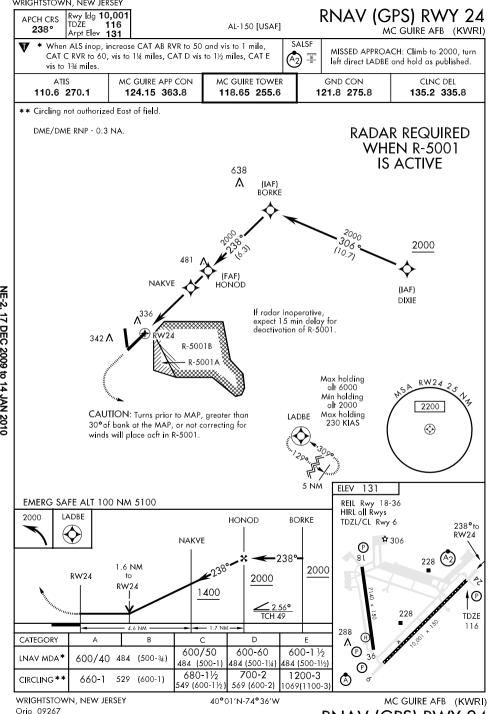
PSB VORTAC.

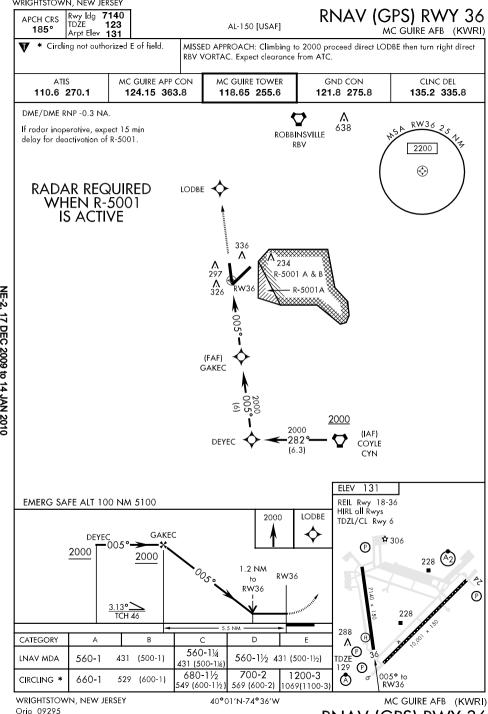
EAST TEXAS TRANSITION: (PTW2.ETX) Via V29/V408 to ETX VORTAC.

RAVINE TRANSITION: (PTW2.RAV) Via PTW R-320 and V276 to RAV VORTAC.







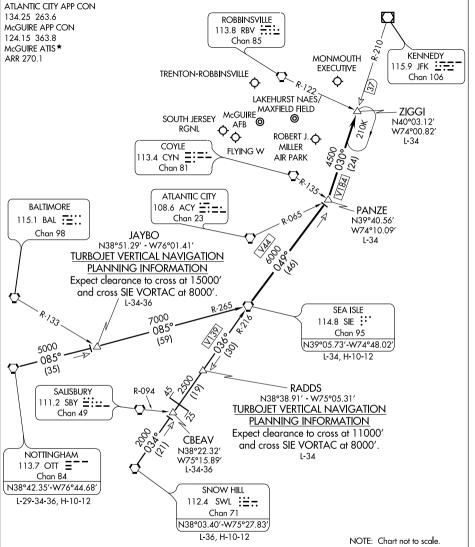


(SIE.SIE4) 08101 SEA ISLE FOUR ARRIVAL

ST-5623 (FAA)

TOMS RIVER. NEW JERSEY

VE-2, 17 DEC 2009 to 14 JAN 2010



NOTTINGHAM TRANSITION (OTT.SIE4): From over OTT VORTAC via OTT

R-085 and SIE R-265 to SIE VORTAC. Thence. . . .

SNOW HILL TRANSITION (SWL.SIE4): From over SWL VORTAC via SWL R-034 and SIE R-216 to SIE VORTAC. Thence. . . .

. . . . From over SIE VORTAC via SIE R-049 to PANZE INT. Then via JFK R-210 to ZIGGI INT. Expect radar vectors to final approach course.

